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Hongkong, 9th June, 1913. [782]



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11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. " 1.15 " "	" " 10 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 10 "
2.15 " " 3.00 " "	" " 15 "
3.00 " " 3.10 " "	" " 10 "
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11.45 " " 12.00 noon	" " 15 "
12.00 noon " 1.00 p.m.	" " 10 "
1.00 p.m. " 5.00 " "	" " 15 "
5.00 " " 6.00 " "	" " 10 "
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[837-2]

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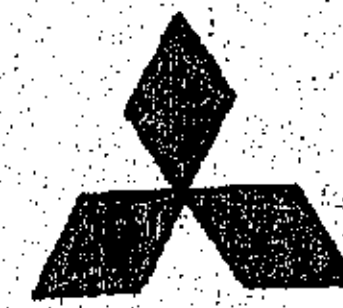
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[925]



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28th May, 1913.

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1st January, 1913. [742]

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Hongkong, 16th April, 1913. [694]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P.O. Box, 34. Telephone No. 12.

DEATHS.

MOONEY.—On 21st August, 1913, at 18, Bonham Road, Hongkong, CHARLES MOONEY, Secretary, Hongkong Hotel Co., aged 54 years.

DONNELLY.—At Ningpo, on the 21st August, 1913, ARTHUR ROBERT DONNELLY, aged 60 years.

HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 23RD, 1913.

It is with a feeling of weariness, not to say distaste, that we return once more to the subject of opium. The questions of China's branch of her pledged word, and of the accumulated stocks, have by now been threshed well-nigh threadbare, and the old arguments have been gone over again. General CHANG, China's anti-opium delegate, seems to realize this, for in a recent letter addressed to the Times he makes but little attempt at argument—his only effort in that direction is to resuscitate the allegation that where there has been a recrudescence of poppy growing in China, the real cause of it is the deep resentment felt by the farmers at seeing the Indian drug "coming in unchecked" while they themselves are forbidden to grow opium. He quotes the case of Fukhien in support of this argument, but he does so in a distinctly disingenuous way, applying to the whole of the Province the facts of the organized rebellion of the opium farmers at Hinghwa and of its ruthless suppression, although he must know that the Hinghwa district was only one of the places in Fukhien where the

poppy was grown this year, and that in other parts of the Province cultivation went on unchecked. In his annual Trade Report, His Majesty's Consul at Amoy says, "As regards poppy cultivation there is not even the semblance of prohibition, for there is no doubt that the poppy is being grown all over the district. I have myself seen it growing in many different places within a radius of 10 miles of Amoy. When travelling over the railway to Changchow I counted in the course of 5 or 6 miles about 100 patches, covering perhaps in the aggregate 30 or 40 acres. What the total area amounts to it is impossible to state even approximately; one can only say that the cultivation is extensive and widespread." Apart from this one attempt at reasoned argument, General CHANG's letter is a plea for sympathy and pity: "We do need the sympathy and real help of all fair-minded British people in this time of danger and weakness. I must shortly return to my own country with some message from the British nation. Is it to be that there is no help for China, and no release from the opium? May I not carry back instead the good news that Britain's aid is prompt and generous and sincere, and so help to strengthen our Government in this time of weakness and anxiety?" It is a well-recognized principle that he who seeks equity must do equity, and it might similarly be required that he who seeks generosity must, at the very least, prove himself incapable of abusing generosity. Can General CHANG deny that Great Britain has been generous to a degree in her treatment of China in the past, and is he prepared to claim that this generosity has not been abused? China had early evidence of Great Britain's intention to act with the most scrupulous fairness. Opium was not mentioned in the tariff consequent on the Treaty of Nanking, so traders contended that it was admissible as "an article not enumerated in the tariff, passing at an *ad valorem* duty of five per cent." but, in 1854, Sir HENRY POTTERING issued a notification contravening this assumption and giving warning that any person acting on it "will do so at his own risk, and will, if a British subject, meet with no support or protection from His Majesty's Consuls or other officers." The first movement for the legalization of the trade came from the Chinese, a censor, Mr. TUNG, advocating the imposition of a regular duty of Tls. 40. Mr. REAR, the United States plenipotentiary, came to China intending to give her his aid in suppressing the traffic, but he found little disposition to this end in the Chinese officials, and finally came to the conclusion that they were more anxious to collect revenue from the trade than to prohibit it. Finally, as Mr. LAY has shown, the tariff annexed to the Treaty of Tientsin included opium, so legalizing the trade, at the suggestion of the Chinese plenipotentiaries. An impartial review of the facts can discover no trace of unfairness or coercion on Great Britain's part in the negotiations that led to this legalization, and as little can it be urged that Great Britain has been harsh or unfair in the measures taken to put an end to the trade. She had nothing to hope or fear from China; she stood to gain nothing, but to lose much; and so, for no material consideration, but on moral (or, more correctly, sentimental) grounds, she voluntarily abandoned a trade that accounted for some 10 per cent. of the whole of her exports to China. Can General CHANG urge that, when Britain gave up so much to gain nothing—or Chinese gratitude—she acted unconsciously in demanding from China security that her generosity should not be abused? And, finally, cannot General CHANG see that Great Britain has carried her generosity beyond the farthest bounds of quixotism in permitting China to repudiate her pledged word and acquiescing in this breach of faith? Is it not enough that Great Britain should make the first move towards the ending of the traffic, then agree to bring it to an end in 1917, and finally allow it to terminate in 1914 (the stocks of certificated opium in China and India would, at the present rate of consumption, be exhausted about August of next year)? General CHANG wishes to be accepted as a reasonable politician, but in view of the hindrances that China is putting in the way of the sale of the 20,000 odd chests still remaining; in view of the fact that this stock will in any case be exhausted and the trade come to an end next year, whereas by Treaty it should not have been abolished until 1917; and of the fact that there is no sign of final cessation of cultivation in China, his request for further generosity savours of effrontery. His appeal will not meet with much sympathy from those knowing these and the other facts of the case, though no doubt it will get a fervent backing from the "friends of China" in the House of Commons and elsewhere.

Fillis' Circus is shortly to pay Hongkong a visit.

For three days in succession the plague return has been blank.

We regret to learn that Mr. Henry Humphreys is lying ill, of typhoid fever, at the Peak Hospital.

A man was fined \$2,000 at the Magistrate's yesterday for being in unlawful possession of a quantity of morphine.

Two men were charged before Mr. Melbourne with being in possession of \$3,000, lottery tickets. Each was fined \$1,000.

Major A. A. McHardy, D.S.O., General Staff Officer, 2nd Grade, having arrived, has been taken on the strength of the local command.

Whilst a Chinese was at his work at the Connaught Aerated Water Factory a lemonade bottle burst, and caused injuries which necessitated his removal to the Hospital.

The Bishop of Victoria will to-morrow (Sunday) preach at the Military Service at St. Andrew's, Kowloon, at 10 a.m., and All Saints', Yau-mati Chinese Church, at 11 a.m.

There has been a strike among the telephone girls at Manila for an increase of salary. Other girls were engaged and the result of the strike has been that 20 out of 35 girls have lost their employment.

At the Magistrate's yesterday, Chan Kin Piu was charged with sending a threatening letter to the *Wah Tze Yat Po*. It is alleged that defendant threatened to murder the whole of the editorial staff. The case was remanded on the application of Inspector Watt, bail being fixed at \$1,000. The money was forthcoming.

In the case in which B. Basto, share broker, claimed from Li Kin Tong the sum of \$346.54 being loss incurred by the plaintiff for shares bought at the defendant's request, we are informed that the defendant paid into the Court, at the last moment, the sum of \$460.04, which the plaintiff accepted. The defendant has also to pay the plaintiff's costs.

The *s.s. Kaifong* sighted at 8 p.m., on Thursday, a capsized junk, showing distress signals, in the direct line of steamers bound between Hongkong and Hainan Straits. A boat was lowered and a corpse, partially submerged, was found lashed to a broken spar. There were no signs of life on the wreck, nor anything to give a clue to her identity.

The following changes have been made in the N.D.L. commands:—Captain Hagemann, of the *Kronprinzessin Cecilie*, has retired from the service. Captain Polack, of the *George Washington*, is transferred to the *Kronprinzessin Cecilie*. Captain Franke, of the *Prinzess Alice*, is transferred to the *George Washington*. Captain Bortfeldt, of the *Luetow*, has taken charge of the *Prinzess Alice*, and Captain Lextor, of the *Scharnhorst*, is transferred to the *Luetow*.

A report on the trade of France for 1912 by the British Consul-General at Paris mentions that a new and recent departure in trade with the Far East has been the combination of a certain number of French firms in order to send a joint representative to Japan, and they have also associated themselves with a Japanese firm which is to keep them posted in Eastern openings for business. It is believed that up to quite lately there has been no organisation of any importance amongst French firms to improve their trade with that country.

DEATH OF MR. C. MOONEY.

The death of Mr. C. Mooney, Secretary to the Hongkong Hotel Company, occurred at his residence, No. 18, Bonham Road, at 8 o'clock on Thursday night. Deceased contracted consumption some time ago, and during the last three months his condition gradually became more serious, causing his family and friends considerable anxiety. For the last two months he had been unable to attend to his duty, and week by week his condition became more critical, until all hopes for his recovery were abandoned. Mr. Mooney is an old resident of the Colony, and the news of his death will be read with regret by a large circle of friends, who will also extend sympathy to his widow and eight children in their bereavement. He has been Secretary to the Hongkong Hotel Company for the last eighteen years, having joined that company in 1895. Deceased was interred in the Happy Valley Cemetery yesterday afternoon; the funeral passing the Monument at 5.30 p.m., and being followed by many friends of the deceased.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AFFAIRS IN THE BALKANS.

TURCO-BULGARIAN SITUATION CAUSES GRAVE ANXIETY.

LONDON, August 22nd.

Despite Turkish official assurances, the Turco-Bulgarian situation is causing grave anxiety.

It is stated that the Porte is seriously considering a declaration of war and a rapid advance on Philippopolis in order to enforce Bulgaria's assent to the Turkish retention of Adrianople.

It is believed that a Military Caucas, headed by Enver Bey, is largely influencing and overbearing more prudent counsels.

Simultaneously, there are renewed reports of impending Russian intervention to enforce the observance of the Treaty of London, and it is even inferred in some quarters, from recent movements of Russian warships in the Black Sea, and a certain dislocation of local steamship services, that some action, possibly the disembarkation of troops, has already been taken.

BULGARIAN TROOPS RAPTUREOUSLY WELCOMED.

Two further brigades of Bulgarian troops from Macedonia and Adrianople returned to Sofia on Thursday afternoon, and were rapturously welcomed by the populace.

They were reviewed by the King and Princes, upon whom the people showered flowers. The troops and the crowds of people gave cheers for the members of the Royal Family.

GREEKS DELAY EVACUATION OF CEDED TERRITORIES.

Reuter's correspondent at Athens wires that the Greeks are delaying for a few days the evacuation of the Thracian territories ceded to Bulgaria till the Bulgarians are ready to occupy them. The effect of this will be to prevent the apprehended Turkish occupation of Dedagatch and other towns.

THE POWERS AND TURKEY.

The *New Freie Presse* (Vienna) says that the Powers are consulting regarding a collective step at Constantinople. It is proposed that the Austrian Ambassador, as the *doyen*, should call on the Porte to withdraw to the Enos-Midia line under a threat of financial starvation.

SERIOUS DROUGHT IN BRITAIN.

LONDON, August 22nd.

The drought in England and Scotland is assuming a serious aspect from the agricultural point of view. A rise in the price of milk is contemplated.

The total water supply at Glasgow is sufficient for 77 days. Loch Katrine has only 60 days' supply and other parts of Scotland give the same story. The Tay has never been so low in living memory.

IMPERIAL NATURALISATION.

OTTAWA, August 22nd.

The Canadian Government has agreed to the latest draft of the proposed Bill for uniform Imperial naturalisation, and if it is introduced in the Dominions the Canadian House will pass concurrent legislation.

BLACK PUGILIST AND MUSIC HALLS.

LONDON, August 22nd.

A meeting of music hall managers deprecated the appearance of Jack Johnson on the music hall stage, but was of opinion that it was a matter for the public and licensing authorities to decide.

NEWSPAPER OFFICES DESTROYED.

NAIROBI, August 22nd.

The buildings of the *East African Standard* have been gutted by fire. The loss is estimated at £5,000, but it is covered by insurance.

CROP PROSPECTS IN THE COMMONWEALTH.

MELBOURNE, August 22nd.

Good rains in Victoria and South Australia have greatly improved the season's prospects.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ULSTER AND CIVIL WAR.

PROPERTY INSURED AT HEAVY RATES.

LONDON, August 22nd.

It is estimated that property to the value of £7,000,000 has been insured at Ulster at the rate of five shillings, and even fifteen shillings per cent. for some classes of property. It is expected that there will be a substantial rise in the rate next week.

SEQUEL TO LONDONDERRY RIOTS.

STRANGE REVELATIONS AT AN INQUEST.

The inquest on the man named Armstrong, who was shot dead whilst looking out of his window during the Londonderry riots, evoked strange revelations, the relations of the deceased man declaring that he was shot by the police.

An ex-Constabulary Sergeant deposed that he told the police that a man was shot, and a policeman shouted "You may be glad you are not shot yourself."

THE SOMALILAND OUTRAGE.

PUNITIVE EXPEDITION IN PREPARATION.

LONDON, August 22nd.

The Cape Town correspondent of the *Daily Mail* understands that a punitive expedition to Somaliland is being prepared, and that possibly a contingent will go from the Cape.

THE MEXICAN QUESTION.

THE AMERICAN PROPOSALS REJECTED.

NEW YORK, August 22nd.

It is reported from Mexico that President Wilson's proposals, which President Huerta rejected, were the cessation of hostilities, Huerta to resign, elections at an early date, and Huerta to renounce candidacy for the Presidency.

AUSTRALIA AND COMPULSORY DEFENCE.

PROPOSED PARADE OF CADETS BEFORE BRITISH POLITICIANS.

MELBOURNE, August 22nd.

Twenty thousand Senior Cadets will parade the streets on the 20th September, or on a date to be selected, in order to afford the visiting British politicians an opportunity to judge of the results of the compulsory defence scheme.

AUSTRIAN NAVAL DISASTER.

VICE-ADMIRAL SERIOUSLY INJURED AND PETTY OFFICERS KILLED.

LONDON, August 22nd.

A message from Pola states that during the trials of a twelve-inch gun, the branch blew out, killing three petty officers and seriously injuring five others.

CHESTERFIELD BYE-ELECTION RESULT.

LONDON, August 22nd.

The result of the bye-election at Chesterfield is as follows:—

Kenyon (Liberal and Labour)	7,725
Christie (Conservative)	5,539
Scurr (Socialist)	584

Liberal and Labour Majority 2,196

The majority of Mr. James Haslam (Labour) at the last election was 2,228.

The Unionist comment on the Chesterfield election is generally epitomisable by the *Standard*, which says that the miners have struck the Labour Party a staggering blow by returning Mr. Kenyon, who was disowned by the Party.

The contest has left a legacy of bitterness and division in the Labour ranks that may have disastrous results. The official party view is that it means the beginning of the end of the Liberal-Labour alliance.

The *Morning Post*, however, admits that the result leaves much to be desired from the Unionist standpoint.

The *Daily News* says—The importance the Opposition attached to the Chesterfield election justifies the Liberals in regarding the result as renewed instruction to the Government to persist in the paths of Liberalism.

The *Daily Chronicle* comments—Mr. Scurr, an imported outsider, was not backed by the serious Labour body, and he was not the man to split the Progressive vote.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CENTRAL CHINA UNIVERSITY.

AN UNFAVOURABLE REPLY FROM MR. LLOYD GEORGE.

LONDON, August 22nd.

The Parliamentary deputation which recently waited upon the Chancellor of the Exchequer and made a request for financial assistance from the Government for the proposed British University for Central China, either by assigning a portion of the Boxer indemnity for the purpose, or otherwise, have received an unfavourable reply from Mr. Lloyd George.

It is uncertain whether this is final, but the scheme is not abandoned, though its supporters are none too sanguine of success.

THE KING AND THE OLYMPIC FUND.

LONDON, August 22nd.

The Duke of Somerset states that the King has expressed to him, as the Chairman of the British Olympic Council, his hope that every effort would be made to ensure the best representation of Great Britain in 1913.

The *Daily Telegraph* says that the American Ambassador, Mr. Page, has stated that America will follow Great Britain's example by raising £100,000 for the Olympic.

ANOTHER ELECTION IN AUSTRALIA.

MELBOURNE, August 22nd.

Mr. Cook, the Federal Premier, in the course of a speech at Toorak, said it was impossible to carry on Parliament with a majority of one, and the people will shortly be asked to elect another Parliament.

DEATH OF A PROMINENT MANILA OFFICIAL.

Mr. Frank R. White, Director of Education in the Philippines, died on Monday last in the General Hospital at Manila. An autopsy held by Drs. Gilman and Magravin in the presence of a number of people revealed the fact that death was directly due to the effects of abscesses on the liver and the kidneys.

An executive order issued by Governor-General Forbes reviews the useful life of the deceased and pays eloquent tribute to Mr. White's services to the people and the Government of the Philippines. The order reads:—

"With deepest sorrow I announce the death of Frank R. White, Director of Education of the Government of the Philippine Islands, at the Philippine General Hospital in Manila at noon on August 17th, 1913.

Mr. White was born on June 8th, 1875, at Milburn, Ill. He was a student in Bellevue College, Nebraska, from 1893 to 1895, and received the degree of bachelor of philosophy from the University of Chicago in 1900. After leaving the university, he was appointed Inspector of the Charitable Institutions of the City of Chicago for the Associated Charities of Chicago. He was one of the pioneers in the Philippine service, arriving on May 15th, 1901, as a teacher in the Bureau of Education. On October 1st, 1901, he was appointed Deputy Division Superintendent in the Province of Tarlac; on November 1st, 1902, Division Superintendent in the same province; on March 7th, 1903, Assistant to the General Superintendent of Education; on August 18th, 1906, Second Assistant Director of Education and on November 28th, 1909, he was made Director of Education.

"The services of Mr. White to the Philippine people and the Philippine Government have been singularly efficient, faithful, and unselfish. The educational system of the Philippine has been developed under his management in high degree. The youth of this land owe to his memory a debt of gratitude which should inspire them to their best efforts.

"In sorrowing testimony of the loss which has befallen the service, I direct that the flag on the building occupied by the Bureau of Education be placed at half-staff for thirty days, and that the flags on all other Government buildings and offices be placed at half-staff on the day of the funeral from sunrise to sunset; that the building of the Bureau of Education and office of the deceased be draped in mourning; that the Bureau of Education be closed during the day of the funeral, and that all other bureaus and offices be closed during the hour of the funeral.

The *Osaka Mainichi* reports that the Home and Finance Departments are considering jointly a proposal to amend the existing law controlling the sale of patent medicines. The chief point of the amendment is to extend the privileges of patent medicine dealers and allow them to sell certain classes of drugs which have hitherto been exclusively supplied by doctors and licensed dispensing chemists. They also intend to put a stop to advertisements such as are calculated to deceive the public, believing that will assist the poorer classes in their choice of suitable medicines.

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

Paris, July 25th.

TAKING BACHELORS.

Bachelors in France, who have been hounded mercilessly of late, think the time has come when more fair play should be shown to them. It is all very well to tax bachelors, but what about the spinsters? they ask. Everything is being done to rid France of single men; the Budget Committee has decided in favour of a surtax of 20 per cent. on bachelors of over 30 years of age. This decision has been hailed with delight by a great number of people. Bachelors are described as the ruin of France by tradespeople, and there is much truth in this. Spinsters declare that young men will not propose to them, that they have always been the purveyors; as all spinsters do not view matrimony in the same light, it would perhaps be advisable to let the tax fall equally on spinsters (reluctant ones) as well. There has been for some time past a strong demand in France for the shifting of some of the burdens of taxation from the shoulders of the heads of families to those of bachelors, spinsters, and childless householders. At the beginning of the present year a National Congress in Paris, organised by the League of Parents with Large Families, urged this reform, and last year (1912) M. Messimy, ex-Minister of War, proposed that a bonus of 500 francs (230) should be given per child to the mothers of more than four children, and that the money should be raised by a tax on bachelors who lead too easy a life. Figures were published early this year, showing that there were 1,350,000 bachelors over 30 years of age in this country alone and 1,800,000 marriages without children. Were all these single men to get married—as they must now do or pay the special tax—every trade would benefit by the change.

THE GREAT PEARL ROBBERY.

The Paris police who are investigating the great pearl mystery hope before long to solve it. Allowing for hoaxes which usually accompany such mysterious disappearances, the Prefect of Police is confident that he is at last on the right track; the detectives firmly believe that the substitution of sugar for the pearls must have taken place in Paris. It was all most cleverly done. A communication reached the Chief of the Detectives a day or two ago to the effect that a man in the Provinces employed in one of the departments concerned in the pearl necklace mystery recently sold a quantity of pearls and diamonds to a Parisian jeweller. Both have been summoned to Paris by the police. The facility with which a person may gain access to the departments of the Central Post Office situated in Rue Etienne Marcel, where the bag containing the £150,000 worth of pearls was handled, must have been well known to the expert thieves.

Speaking of this sensational pearl robbery recalls the fact that a very valuable pearl necklace was left many years ago by Mme. Thiers, wife of the first French President of the Republic, after the 1870-71 Franco-Prussian war to the French nation. This much appreciated gift was in due time placed in the Louvre, and a few years afterwards it began to perish of the mysterious disease to which pearls are liable and experts define as a form of starvation. Pearls live by contact with humanity, and for this reason jewellers maintain that they should be worn on the bare skin. The necklace of Mme. Thiers would quickly recover its lustre if worn again by a lady. This, however, is out of the question, as in her will the wife of the President clearly stipulated that her pearls must not be removed from their case, so the pearls must perish entirely in course of time.

FRANCE'S AIR FLEET.

According to *Le Matin* the French military authorities have decided that all aeroplanes in future intended for war service shall be armoured. The unarmed ones will be employed for training military aviators. The French Aerial Fleet will shortly be composed of:—

- 1.—Armoured one-seat planes for reconnoitring work with artillery and cavalry and short reconnaissances. These machines will have a minimum speed of 75 miles an hour.
- 2.—Two-seaters for reconnaissances from headquarters, and having a minimum speed of 60 miles.
- 3.—Two-seaters armoured and armed with quickfiring and automatic rifles for pursuing hostile aeroplanes and dirigibles, with a minimum speed of 75 miles.
- 4.—Machines carrying more than two persons and having a great range of action. These craft, with a minimum speed of 60 miles an hour, will be for special missions.

"LEAGUE OF SILENCE."

In order to prevent conversation being carried on at funerals, a novel League has been formed in the South of France, with the Bishop of Dijon at its head. The object of the "League of Silence"

is to encourage as many people as possible to show more respect for the dead.

SHELTER FOR EVICTED FAMILIES.

Though not obliged to leave their palatial mansion, situated at 17, Boulevard Lannes in Paris, before another 18 months—when the lease expires—the Count and Countess Antoine de la Rocheffoucauld have sent for M. Cochon, the leader of the Anti-Landlord League, and given him the use of the mansion for the purpose of sheltering evicted families. The Countess has further offered to supply the soup which forms the evening meal of these unfortunates.

AN AGED PUPIL.

Three years ago Mme. Ortmans-Ista, a widow of 70, could neither read nor write. She has just received a prize for good conduct, reading and writing at the elementary school at Lige in the North of France. After her husband's death, she applied for admission at this institution, and is overjoyed at the progress she has made. "It is never too late to learn," declares this old lady-scholar.

THE SOTTO CASE.

"Hongkong puts premium on crime" is the absurd heading given in a Manila paper to a telegram reporting the discharge of Vicente Sotto.

A part of the telegram reads:—"The decision of the judge in the case demonstrated the inability of the court to understand the elementary principle of government in the United States. He held that it had not been proven that the Philippines were a part of the United States or that they were within the territorial jurisdiction of the United States. The court also held that the documents in which the crime with which Sotto was charged was set forth had not been authenticated."

We do not know who could have sent such a telegram to Manila. The Magistrate's finding was exactly the reverse of this. Mr. Hazeland held that it had been proved that the Philippines are a constituent part of the United States, and that the documents had been properly authenticated. He denied the application for extradition solely on the ground that the matter was *res judicata*, that is to say, the *Habeas Corpus* Act provides that no person who shall have been delivered or set at large upon any *Habeas Corpus* shall at any time thereafter be again imprisoned or committed for the same offence by any person or persons whatsoever.

CANTON-HANKOW RAILWAY.

THE HUPEH-HUNAN SECTION.

Mr. A. H. Collinson, engineer-in-chief of the Canton-Hankow Railway, supplied the following interesting remarks on railway work in the Hupeh-Hunan section of this line to the Commissioner of Customs at Hankow for inclusion in his annual report:—"Survey work was resumed in June last, when the whole route of the railway has been surveyed from Wuchang to Yochow, a much better alignment has been obtained, and a saving in length made of slightly more than 11 miles compared with the original survey. The distance by the new route from the zero (which is some 2 miles to the north of Wuchang) to Yochow is 142 miles. The difference in level between the Customs low-water zeroes at Hankow and Yochow is 17.50 feet. The line as finally laid down will pass some 3 miles to the east of Chengling, it having been decided that the traffic proceeds at this point do not justify a costly deviation, which would be necessary to bring the railway nearer the town. Access to the river will be obtained by a short branch near the North Gate at Yochow. Between Yochow and Changsha it has also been decided to make a new survey. Three parties are at present engaged in this work, and from what can be gathered from their preliminary survey, a further saving in length of some 14 miles will be obtained. The policy of keeping inland, away from the river, is being followed, and the original somewhat lengthy deviation to Siangyin has been abandoned. The probable distance by the new route from Yochow to Changsha will be about 82 miles, or 225 miles from Wuchang. The difference in levels of the Customs zeroes at Yochow and Changsha is 30.15 feet, making a total rise from Wuchang of 47.65 feet. From Changsha to Chucho, a distance of 30 miles, a railway has been constructed by a provincial company, which will eventually be merged in the main line to Canton; negotiations for its transfer are still proceeding. Some hundreds of miles of reconnaissance survey have been made south from Chucho to Hengchow, and south to Ichangshou, on the borders of Kwangtung, the country between the latter cities being mountainous and difficult for railway construction. The line has not yet been definitely located beyond Chucho, but sufficient information has been obtained to estimate approximately the distance by rail from Wuchow to Canton, which will probably not exceed 700 miles. At the present time the engineering staff are working, and every completing the survey work, and every construction on the section from Wuchang to Yochow at an early date. The engineers report having met with nothing but friendliness and civility from the officials and country-people throughout, and that everyone seems anxious for the construction work to commence. Traffic prospects are also reported to be very good; the line will pass through the tea districts at Yangloshue and Yangloshue, while the country south to Changsha and beyond is highly cultivated and prosperous; the railway will tap very rich mineral districts in Hunan, and will no doubt become a great factor in the development of this profitable industry."

SUPREME COURT.

Friday, August 22nd.

IN SUMMARY JURISDICTION.

BEFORE THE PRINCE JUDGE (MR. J. H. KEMP).

A LENGTHY CASE.

The case was called on in which Shamir Singh is suing Isar Singh to recover the sum of \$105.

Mr. F. Mason appeared for the plaintiff, and Messrs. P. W. Goldring and J. H. Gardiner for the defendant.

Mr. Mason—Has your Lordship a day?

Mr. Goldring—I hope not.

His Lordship—Is the defendant still instructing both of you?

Mr. Gardiner—As far as I know.

Mr. Goldring—This will be a very lengthy case. We have upwards of twenty witnesses.

Mr. Mason—I think I will have two.

The case was adjourned for a week.

ADJOURNMENT OBJECTED TO.

In the case in which Chan Sin Wo is suing Wong Woo to recover the sum of \$115.67.

Mr. Goldring, who represented the defendant, asked his Lordship to allow it to go over for a week.

Mr. R. C. Faithful (for the plaintiff)—I object to a further adjournment. I am very sorry for Mr. Goldring's inconvenience, but I don't think my client ought to be put off. The case is five weeks' old now.

Mr. Goldring—It is rather difficult for me to get ready, as I know nothing of the case myself, and I have got summonses in Chambers and Police Court to-morrow. I don't know how I can manage before Monday.

The hearing was fixed for Friday next.

SEAFARING LITIGANT DELAYED.

A case was mentioned in which Ng Chau claims from Fong Wai the sum of \$414.

Mr. D. Lewis, for the plaintiff, asked that the case be struck out.

Mr. Goldring—I would like it to go over for another week. It is a part heard case of Mr. Russ.

Mr. Lewis—I don't think it will ever be heard now, and it is just as well that it should be struck out.

His Lordship—Mr. Russ is not back?

Mr. Goldring—No. He has not long left the Colony.

Mr. Lewis—I don't think the case will ever come on, and my client is still waiting in the Colony.

Mr. Goldring—I am asking that it go over *sine die*.

His Lordship—I don't think I can do that. The defendant is a seafaring man, and is being kept here in the Colony. Something must be done.

The hearing was fixed for Monday.

FOREIGN VISITORS TO JAPAN.

RETURNS FOR FIRST SIX MONTHS OF THE YEAR.

According to investigations conducted by the Financial Department, the number of foreign visitors to Japan during the first six months of this year and in the corresponding period of the preceding year is as follows:—

Great Britain	1913	1912
America	1,954	1,509
Germany	2,914	2,022
France	559	538
Russia	151	201
China	1,291	1,113
Italy	3,509	2,760
Austria-Hungary	39	32
Holland	43	21
Belgium	24	8
Spain	44	40
Norway	19	12
Sweden	18	17
Switzerland	11	10
Portugal	22	28
Denmark	10	5
Turkey	—	7
Siam	4	9
Greece	4	2
Egypt	—	9
Mexico	—	3
Peru	—	3
Argentina	—	1
Others	4	21

Total 10,371 8,415

Thus it will be seen from the above table that the number this year shows an increase of 1,958 over last year.

The India Line steamer *Indragiri*, 5,723 tons, Capt. Kilday, loaded at Dairen a cargo of bean oil to the amount of 31,000 cases, exclusively consigned to New York. This forms the largest consignment ever taken from Dairen to America.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 22nd August state:—

The local market during the period under review has remained steady with regard to the majority of stocks, but in several instances prices have improved, and look like going better. Shanghai is still a quiet market, but a tendency to harden is apparent in cotton stocks.

Lengkat remain round about last week's quotation, and close with Shanghai a buyer at Tls. 23. The market in London for "Oils" is slightly easier, and the "Tin" market is quiet, but "Rubber" market looks like gaining strength. Fine Hard Para rubber is quoted at 3/10 per lb. and plantation sheets at 2/9 per lb.

The open market rate of discount remains unchanged, viz., 3½ per cent. and the Bank of England rate is advised as being 4½ per cent. Bar Silver is quoted at 27.5-16 for ready, and 27½ for forward.

Sterling T.T. at 1/11½, Shanghai T.T. at 73½ and Singapore T.T. at 85½, and Consols stand at 73½.

BANKS.—Hongkong and Shanghai Banks have had several dealings in their during the week, and close at \$790 ex dividend, with sales at same. The London quotation being £79 ex dividend.

MARINE INSURANCES.—Unions have again been dealt in at \$790, but remain a quiet market. Cantons have been sold at \$800, and are now in demand at same figure. North China close with a nominal quotation of Tls. 137½ and Yangtzes remain unchanged, with a nominal quotation of \$190.

FIRE INSURANCES.—China Fires are slightly harder and are wanted at \$143, and Hongkong Fires are required for at \$357.

SHIPPING.—Canton and Macao have been the medium of considerable business at \$28 and close with buyers now at \$29. Indo-China still remain a dull market and close with a nominal quotation of \$75. China and Manilla are also quiet and are quoted \$10 nominal. Douglases have again been dealt in during the week, and finish up with a nominal quotation of \$98. Star Ferries are still in request, and have now a buying rate of \$86.

OILS.—Shells are easier with a nominal quotation of 107/6. Ural Caspian have a middle quotation of 48/9, and Mexican Eagles of 47/6.

REFINERIES.—China Sugars have maintained their strength during the week, and are wanted at \$20. Luzons are unchanged and are quoted \$95 nominal.

MINING.—Tronohs have again hardened, and now close with a middle quotation of 69/-. Rautas have weakened, and are on offer at \$3.35. Heavwoods are unchanged at 3/6 nominal, as are also Chinese Engineering at 30/- middle. Pahangs are advised as 10/- middle.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves continue to attract attention, sales having taken place at \$85, and they now close with a nominal quotation of \$95. Hongkong and Whampoa Docks have again led to considerable business and close with sellers in evidence at \$84. Amoy Docks are unchanged, with sellers at \$83. Shanghai Docks are wanted in the North at Tls. 53, and Hongkong Wharves at Tls. 10.

LANDS, HOTELS AND BUILDINGS.—Hongkong Hotels are wanted at \$125 for the old shares, and the new shares close with a nominal quotation of \$91. Sales have taken place in Hongkong Lands at \$115½, and Kowloon Lands are still required for at \$40. West Point has sellers at \$72, and Humphreys Estates are wanted at \$8.10.

COTTON MILLS.—Hongkongs have been a quiet market, and are now on offer at \$6.60. The following are the official quotations received from the North to-day, viz.:—Ewos Tls. 130 sales, Shanghai Cottons Tls. 116 buyers, Kung Yiks Tls. 13½ nominal, Soy Chees Tls. 40 sales, and Laou Kung Mows Tls. 99 sellers.

MISCELLANEOUS.—There are sellers of China Providents at \$83, Green Island Cements at \$63, Ices at \$178 ex-dividend, Hongkong Ropes at \$23, China Light and Powers at \$43, Steam Laundries at \$43, Powells at \$11, and Pulpas at \$20. Hongkong Trams have been dealt in at 8/-, and Peak Trams close with a nominal quotation of \$10 and 90 cents for the old and new issues respectively. Dairy Farms are wanted at \$26½, and there are buyers of Union Waterboats at \$17. Watsons have been sold at \$73½, and Hongkong Electric close with a nominal quotation of \$39½.

LONDON QUOTATIONS to hand this morning by wire from our Agents, are as follows (all middle prices):—

Tronoh Mines 60/-
Pahang Consolidated 10/-
Ural Caspian 48/9
Malayan Tin 51/3
United Serdangs 9/6
Mexican Eagles 47/6
Rubber Trusts 3/9 premium
Eastern Trusts 15/6
Shell Transports 107/6
Indo-China (Combined) 160/-
Chinese Engineerings 30/-
Hongkong Electric Trams 7/10

SHIPPING NOTES.

The shipping returns for the port of Dairen for six months ended last June, as prepared by the Marine Office, Dairen, give a total of 1,123 vessels of 1,804,103 tons in entries and 1,137 vessels of 1,833,489 tons in clearances.

The South Manchuria S.S. Co., Dairen, are instituting a South American service with Dairen as the base. The Company's three steamers, viz., the *Fukoku*, 4,763 tons, the *Teikoku*, 4,997 tons, and the *Yasukuni*, 5,001 tons, were originally to have called at several ports in the South Sea Islands on their way to South America, but it has now been decided that they shall sail from Japan direct to Brazil, with batches of Japanese emigrants.

A set-back, our Dalny temporary says, has come to the "craze" of importing vessels from abroad into Japan. In fact the "craze" was apparently carried too far, so much so that the shipping firms which have chartered more steamers than advised by good business sense are at their wits' end as to what disposition to make of them. Scarcity of cargo in the slack mid-summer month has begun to be felt at Dairen as badly as at any Japanese port.

It is announced in Hamburg that the East Asiatic Conference lines have decided to increase the rate to Japan by 2s. 6d. per ton from September 1st. The *Hamburg Nachrichten* learns that a similar step is to be taken by the Rickmers Siberian Line, which has hitherto been carrying on a rate war with the Conference lines. The journal states that the action of Messrs. Rickmers indicates that the rate war is practically ended, although so far the two parties have not come to a definite understanding.

A shipping case of considerable interest is engaging the attention of the Kobe Court. The steamer *Kenkon Maru No. 8*, 4,897 tons, formerly the *Ferona*, owned by the Inui Gomei Kaisha, Dairen, and registered at Dairen, was chartered last May by Messrs. Robert Dollar Co., Shanghai, and has been plying chiefly between Java and Vancouver for transportation of sugar. She unexpectedly returned to Kobe recently, and Capt. T. Takao and all the other Japanese crew on board quitted the vessel in a body. They refused to sail for Antwerp as ordered on the ground that the ship's engines were in bad repair and that the ship was scarcely seaworthy. It is also stated that, besides this ostensible reason, the officers and crew have a grievance against their employers. It is one of the conditions on which the steamer was chartered that she should work a service to the South Sea Islands. But this was changed soon afterwards to American and European services. Capt. Takao made repeated requests for increase of pay for the crew, but in vain. The ship is lying idle with a full cargo of sugar for Antwerp. Messrs. Robert Dollar Co. have brought a suit against the Inui Gomei Kaisha, the owners, and Capt. Takao and a few others are now under trial at the Kobe District Court.

There was some talk recently of a transfer of the China Merchants' fleet to the British flag, to avoid the interruption of its business by the political disturbances in the country. As the *China Press* remarks, a change of flag would not be a novelty to the company. Thrice previously, when fighting has interfered with their business, have they sought that protection given by a foreign ensign. They first resorted to this method of defence when China was at war with the French, the American flag being then flown. The trouble over, the company was re-established as a Chinese concern, but in subsequent disturbances it crossed over temporarily to Germany and the United Kingdom.

An "eminent Chinese gentleman," who has held office both in the Government and the company, and is still a large shareholder in the latter, is reported by our Shanghai contemporary as saying that the transference had nothing whatever to do with the Government. The company was a purely Chinese one, financially and in its constitution, but that did not debar it from becoming a foreign one in name, or from transferring a part or the whole of its fleet to some other flag. It was now registered at Peking as a Chinese company, but that registration could be dropped at any time. It seemed to be a very common impression that the Government had some hold on the company, either by subsidies or as a shareholder, but that was not the case. The company was started some thirty or thirty-five years ago, under a permit from Li Hung-chang, then Viceroy of Chihli, whose business eye could not bear to see foreign ships doing all China's carrying trade. It had a capital of between one and two million taels and the Government loaned about the same amount to help with the purchase of ships, etc. The Government also classed ships, etc. The Government also nominated supervisors to the company, but these officials had been done away with and every cent of the borrowed money was repaid years ago. So the company was now under no obligation whatever to the Government in any shape or form, and could do just as it pleased. Certainly, in continuance of an old custom, it still made a handsome annual grant to the Nanyang College, but it was not bound to. Possibly the Government might not like to see a transference of the flag, but it could not insist that the company should not do so.

136 DREADNOUGHTS.

THE WORLD'S STRENGTH IN NEW SHIPS.

There are 136 ships of the Dreadnought type at present built, building, or projected, of which 42 fly or will fly the British flag, according to a careful table prepared for the Navy League by Mr. Alan Burgoyne, M.P. It further appears that the British ships which have been completed have been built in 26.9 months, the German in 35.5 months (though in this the six months occupied in the official trials is included), the American in 33, the French in 42, the Japanese in 9, and the Australian in 30.25 months.

The armaments of the vessels now building are given with some reserve, and in the case of the German ships are now known to be incorrect. Thus the two German battleships laid down this year carry either the 15in. or the 16in. gun, and, if the latter, they are more heavily armed than any British ship yet designed.

Germany has three battle-cruisers larger than any warship yet laid down in Great Britain, the *Derfflinger*, *Kaiserin Augusta*, and *Erzst. Hertha*, each of which is credited by Mr. Burgoyne with a displacement of 30,000 tons and a horse power of 100,000. The most powerful British battle-cruiser, the *Tiger*, is given a displacement of 29,600 tons and engines of 110,000 horse power.

The outstanding feature of the table is indeed the enormous development in the size and power of the German ships, which a decade ago were inferior to the British in every respect, but are now equal or even superior in armament and speed.

INTIMATIONS

FOR HAIR AND SCALP



CUTICURA SOAP

Shampoos and occasional dressings of Cuticura Ointment are invaluable. No other emollients do so much to prevent dry, thin and falling hair, remove dandruff, allay irritation and promote hair beauty.

Cuticura Soap and Ointment are everywhere. Each box with 25¢ book free from nearest depot: Seaboard, 27, Charleston St., London; R. T. Jones & Co., 10, New St., London; L. D. Cape Town; Muller, Mackinnon & Co., Calcutta and Bombay; Potter & Co., Ltd., Hong Kong; and others. 25¢ bottle free from each depot in return for a letter to the proprietors, Cuticura Soap Co., Ltd., London.

HOWARD WATCHES.

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED

AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE

THE SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised and unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.

HANTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.

SHANGHAI.



NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

U. S. R. C.

NOTICE.

WILL Owners of GOLD CLAIMS left in the U.S.R.C. kindly fetch them or send some one for them with an accurate description of them?

HON. SECRETARY.
Hongkong, 23rd August, 1913. [1000]

MESSRS. A. S. WATSON & CO., LTD.

SHARE CERTIFICATE No. 6008 for TWENTY FIVE (25) SHARES numbered 7727 to 7751 inclusive fully paid-up, standing in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED. NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd August, 1913. [1001]

FOR YOKOHAMA, KOBE AND MOJI

THE Steamship
"DILWARA,"
Captain G. N. Ramana, will be despatched for Yokohama, Kobe and Moji, returning via Hongkong, on TUESDAY, the 26th inst., at Daylight.
The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a daily certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days).
The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return Tickets are available by the India-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 23rd August, 1913. [100]

WANTED.

AN INFLUENTIAL COMPRADORE for a well-going concern. Good Security required.
Apply to—
Care of "Daily Press" Office.
Hongkong, 18th August, 1913. [983]

WANTED.

NURSE or NURSERY GOVERNESS to accompany family to Australia, remaining there about 18 months. Only Europeans need apply—
Care of "Daily Press" Office.
Hongkong, 18th August, 1913. [984]

WANTED.

A JUNK YACHT or SIMILAR CRUISER about 45 feet long, with Good Accommodation, in Good Repair.
Apply—
MESS. SECRETARY,
H.M.S. Tamar.
Hongkong, 21st August, 1913. [991]

NOTICE.

WE have OPENED our OFFICE on the 2nd Floor of Nos. 16-22, QUEEN'S ROAD CENTRAL, and have authorized MR. SHEIK EBRAHIM ISMAIL to Sign our Firm.

S. C. ISMAIL & Co.
Hongkong, 22nd August, 1913. [994]

KULANGSU MUNICIPAL COUNCIL, AMOY.

APPLICATIONS are invited for the position of SECRETARY, and INSPECTOR OF POLICE to the KULANGSU MUNICIPAL COUNCIL, AMOY.
Applicants should state their age, whether married or single, and should give full particulars on the subject of their previous experience. A Good Working Knowledge of Accounts is desirable.
Copies only of testimonials need be sent in with the application.
The successful candidate will Assume Office on January 1st, 1914.
He shall perform all the duties of Secretary, and of Inspector of Police and he will have no European Assistant.
The maximum salary to be paid to such Secretary will be \$250 (Amoy Currency) per month, with an annual increase of \$25 per month to a final maximum of \$300 per month. He will be provided with uniform, light, fuel, and also quarters. The quarters will be in the Municipal Building, and must be occupied by the Secretary appointed.
Applications must be endorsed "Appointment of Secretary," addressed to "The Chairman, KULANGSU MUNICIPAL COUNCIL, AMOY," and should reach Amoy not later than September 30th, 1913.
By Order of the Council.
Kulangs, Amoy, 24th July, 1913. [947]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On WEDNESDAY and THURSDAY, the 3rd and 4th September, 1913, commencing at 10 a.m. each day, at H.M. NAVAL YARD, Hongkong and Kowloon Depot, 50 TON COAL LIGHTER and

OLD AND SURPLUS NAVAL AND VICTUALLING STORES, comprising:

OLD AND SURPLUS NAVAL STORES—Engines, Fire Mammal, Engines Compound Horizontal, Engines Inverted Vertical, Boilers with Mountings, Air Compressor, Lathes, Flag Sewing Machines, Fan Engines, Steam Hammer, Hollow Shattering, Capstan and Engine, Oil Engines, Broomer, Canvas Cuttings, Bunting, Canvas and Leather Hoses, Coir Corings, Manila Hawser, Paperstuffs, Dining Table, Old India Rubber, Boats, Carpets, Rugs, Blankets, Chain Cable, Steel Wire Rope, Steel Tools, Electric Cable, Olive Oil, Old Iron and Steel, Old Metal, &c., &c.

Samples of Valuable Metals may be inspected at the Naval Ordnance Depot.

OLD AND SURPLUS VICTUALLING STORES—Provisions, Seamen's Clothing, Blankets, Officers' Mess Trays (A quantity of Electroplated Articles and Table Linen), Implements, Seamen's Mess Utensils, Oak Staves, &c., &c.

TERMS OF SALE—As detailed in the Catalogue.
By Appointment Auctioneers to the Admiralty.
Hongkong, 20th August, 1913. [980]

PRELIMINARY ANNOUNCEMENT.

BY ORDER OF THE EXECUTORS of the Will of the Late Mr. JOHN HUGHES LEWIS.

PUBLIC AUCTION.

MESSRS. N. MOALLE & CO. have received instructions to sell by PUBLIC AUCTION, on

MONDAY, the 22nd day of September, 1913, at 12 o'clock noon, on the Premises, The Following:—
VALUABLE LEASEHOLD PROPERTY, IN ONE LOT, Situate and being Portion of Lot No. 10 on the BRITISH CONCESSION, AMOY. Particulars:—

All that Piece or Parcel of Ground being part of Lot No. 10 situate at Amoy in China within the British and American Concessions there and described on the Plan made by the Amoy Customs in 1884 as the Portion belonging to Messrs. BROWN & CO., which said Piece or Parcel of Ground is bounded on the North West side thereof by other Portion of the same Lot described on the said Plan as belonging to JARDINE, MATHESON & CO., and measuring thereon 190 feet or thereabouts on the South East side thereof on a Street described on the said Plan as Bai Hing Street and measuring thereon 207 feet and 10 inches or thereabouts on the North East side thereof on the boundary of Amoy as described on the said Plan and measuring thereon 135 feet and 6 inches or thereabouts and on the South West side thereof on the Band and measuring thereon 108 feet and 6 inches or thereabouts, such Piece or Parcel of Ground being that Portion of the said Lot No. 10 purchased by FRANCIS CASS from Messrs. BROWN & CO. on or about the 20th of June, 1896, and transferred in the books of H.M. BRITANNIC MAJESTY'S CONSULATE at Amoy into the name of the said FRANCIS CASS on the said date, held for the residue of 100 years from 1st day of January, 1862, created by a Deed of Lease dated 3rd May, 1835, made between WILLIAM HENRY PEDDER, HER BRITANNIC MAJESTY'S then Consul at Amoy, of the one part, and JOHN FORSTER & CO., of the other part. Upon the said Piece or Parcel of Ground are erected two separate blocks of Offices together with two separate Godowns, and there is also an open space measuring 62 by 65 or thereabouts.

Proportion of Crown Rent \$50 per annum. Particulars and Conditions of Sale are in course of preparation and will shortly be obtainable from:—

MESSRS. DOUGLAS LAFRAIK & Co., Hongkong and Amoy, and also from

MESSRS. DEACON, LOOKER, DEACON & HARTSON, Hongkong.

Vendors' Solicitors, and also from

MESSRS. N. MOALLE & Co., The Auctioneers.

(Further Particulars will be duly announced).
Hongkong, 20th August, 1913. [990]

SHAMEN-BRITISH CONCESSION.

FOR SALE

VALUABLE BUILDING LOTS on the BRITISH CONCESSION.

TWO-THIRDS OF LOT 67. Situate at the back of the Canton Club having a frontage to bund facing the canal of about 30 feet and depth of about 140 feet with area of measurement 8,430 square feet about.

ALSO LOT 3.

In the middle avenue having a frontage thereto of 120 feet, a depth of 140 feet and an area of 12,645 square feet.

ALSO LOT 62.

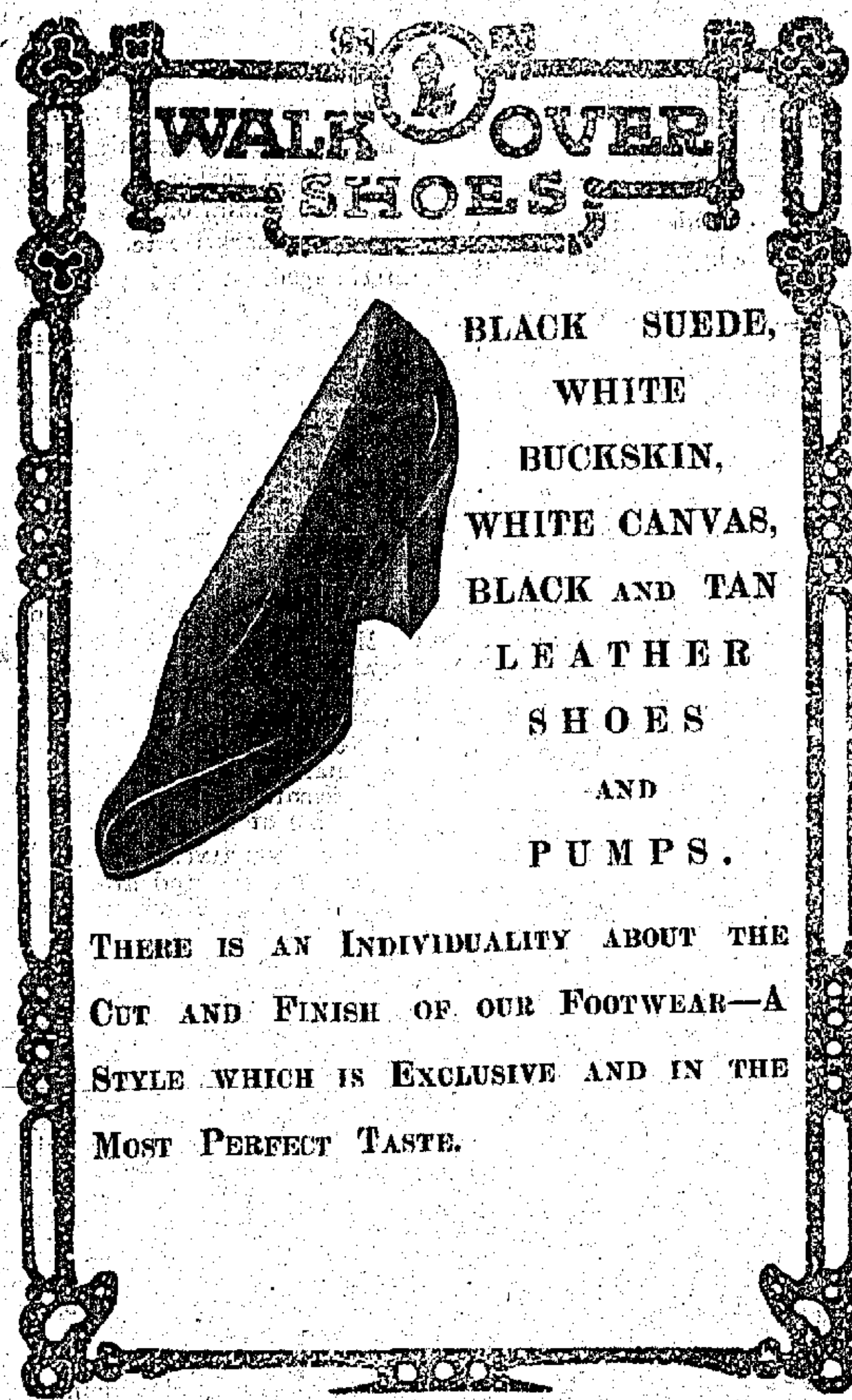
At the back of Lot 3, adjoining with a frontage to the canal of 120 feet, a depth of 140 feet and area of 12,645 square feet.

For particulars apply to—
MR. HERBERT P. DENT.
HERBERT DENT & Co., Shamene.
9095]

INTIMATIONS

LANE, CRAWFORD & Co. LADIES' DEPARTMENT

TELEPHONE 97.



THERE IS AN INDIVIDUALITY ABOUT THE CUT AND FINISH OF OUR FOOTWEAR—A STYLE WHICH IS EXCLUSIVE AND IN THE MOST PERFECT TASTE.

YOST TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MACEWEN, FRICKEL & Co.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA, SHAMEN, CANTON.
4, DES VOEUX ROAD, HONGKONG.
1st May, 1913. [392-1]

INTIMATIONS

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [988]

WEI HAI WEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations: Sea Bathing, Boating, Cricket, Football, etc. For terms apply to the Headmaster, HERBERT L. BEER, r.c.p. [1065]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. RUTENFELT & Son, where we are displaying an entirely new. Handmade and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.
D. CHELLARAM.
Hongkong, 26th July, 1913. [907]

MASSAGE.

SKILFUL, Safety in the General or Electric.

MISS MORITA,
Care of NOMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [552]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF VEGETABLE SEEDS. [842]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE,

formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwelin, is dedicated to Sir ROBERT HART, G.O.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1913, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY, the 18th August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 16th August, 1913. [979]

THE CHINA AND MANILA STEAMSHIP COMPANY, LTD.

THE THIRTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, St. George's Building, 6 Connaught Road, Victoria, on THURSDAY, the 28th August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th August, to THURSDAY, the 28th August, 1913, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th August, 1913. [980]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) Per Share for the Six Months ending 30th June, 1913, will be Payable on TUESDAY, the 26th August, 1913, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 23rd August, to TUESDAY, the 26th August, 1913, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 20th August, 1913. [988]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that a SHARE CERTIFICATE with respect to (3) THREE Shares, Nos. 17482/17484, in the above-named Company standing in the name of ADELINO OSCAR GUTTERERES of HONGKONG, has been LOST. SHOULD the said SHARE CERTIFICATE not be produced on or before the 28th of August, 1913, it shall be declared NULL and VOID, and a new SHARE CERTIFICATE will be made out in the name of ADELINO OSCAR GUTTERERES.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
St. George's Building,
Hongkong, 13th August, 1913. [972]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000
RESERVE FUND \$1,700,000
RESERVE LIABILITY OF PROPRIETORS \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [193]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital .. Fl. 17,407,000 (£1,450,583)
Reserve Fund Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKER: THE WILLIAMS DEACONS BANK.

SWISS BANKVEREIN.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central.
Hongkong, 13th August, 1913. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed 1,125,000
Paid-up 662,500
Reserve Fund 415,000

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.
Hongkong, 14th July, 1913. [878]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Yen 10,000,000
Capital Subscribed (paid up). Yen 6,250,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAICHUNG, FORMOSA.

BRANCHES AND AGENTS: Amoy, Swatow, Tainan, Anping, Kobe, Tamsui, Canton, Nagasaki, Tokyo, Poochow, Osaka, Yokohama, Keelung, Shanghai.

HONGKONG OFFICE, 3, Des Voeux Road.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 26, Bishopsgate, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS \$7,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November, 1912. [226]

YOKOHAMA SPECIE BANK LIMITED.

Authorised Capital Yen 48,000,000

Paid-up Capital Yen 20,000,000

Reserve Fund Yen 18,200,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at: Antung-Hain, Liao-Yang, Ryojun, Calcutta, (Port Arthur), Bombay, London, San Francisco, Changchun, Los Angeles, Shanghai, Dairen (Dalny), Lyons, Tientsin, Fengtien (Mukden), Nagasaki, Hankow, New York, Harbin, Newchwang, Tokyo, Honolulu, Osaka, Kobe, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rate to be obtained on application.

EISHI ONO, Manager.
Hongkong, 31st March, 1913. [464]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS:—

STERLING \$15,000,000

SILVER \$17,450,000

RESERVE LIABILITY OF PROPRIETORS \$32,450,000

COURT OF DIRECTORS.

S. H. DODWELL, Esq.—Chairman.

Hon. Mr. D. LANDALE—Deputy Chairman.

G. Friedland, Esq. J. A. Plummer, Esq.

C. S. Gubbay, Esq. W. L. Patterson, Esq.

P. H. Holroyd, Esq. H. A. Sibly, Esq.

G. R. Laurent, Esq. Hon. Mr. E. Shollim.

F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

Cutter Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S
'SQUARE BOTTLE' WHISKY.

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

GIBBS
MEDICAL CARBOLIC SOAP

Guaranteed 20% Pure Carbolic
Specially prepared for use in
hot climates. A splendid
preventative against infection
and by far the best line on
the market.

Meltonian Cream keeps
black footwear smart
—keeps it smart longest!

No caking, no smearing, no stick-
iness, no clogging of the leather-
grain with MELTONIAN CREAM.

A little MELTONIAN CREAM goes so
far (because it feeds
the leather) makes
your footwear go so
far, that it is truly the
Most Economical
Boot Polish made.

Also in paste form—
Meltonian Paste—just as
good. Black or Brown.
Sold by all Stores, etc.

Manufactured by
J. H. Melton & Co., Ltd.
10, Cannon Street, London.

MARTIN'S
APIOL STEEL
PILLS

A French Preparation for all Irritations.
Thousands of Ladies have been cured of
all sorts of irregularities of the System, a
timely dose of this medicine will relieve
the most distressing symptoms, hence it is
the most reliable and most effective of all
medicines. All the Great Medical Authorities
recommend it. The World's most famous
Preparation.

MARTIN'S
APIOL STEEL
PILLS

DON'T NEGLECT
YOUR HAIR

You look demand that you
should take care of it, make
it more beautiful, more lux-
urious, softer; you can easily
and readily do so by using

ROWLAND'S
MACASSAR
OIL

which nourishes, strengthens,
restores, and promotes the
growth of Fine Silky Hair;
You will notice an improve-
ment from the first time you
use it. Use it for your own
and your Children's Hair;
Gives Colour for Fair Hair.
Sold in three sizes by Stores,
Chemists, and ROWLAND'S,
67, Hatton Garden, London.

HIMROD'S

Gives Instant Relief
No matter what your respiratory
organs may be suffering from—whether
ASTHMA, INFLUENZA,
RHINAL CATARRH, or
ORDINARY COUGH.

—you will find in this famous remedy
a restorative power that is simply
unrivalled.

PREPARED BY
S. J. HIMROD, Ltd.,
10, Abchurch Lane, London, E.C. 4.

CURE FOR ASTHMA

OLD SEA CUSTOMS.

Memories of quite another period of seafaring were vividly recalled the other day (says the *Shipping Gazette*) on board the *Worcester* moored off Greenhithe, when a number of cadets gave a realistic representation of two ancient sea customs—the casting overboard of the "dead horse," and the boarding of the ship by Father Neptune.

Captain Wilson-Barker, the commander of the *Worcester*, although thoroughly up to date in all that appertains to the instruction of the embryo officer, has a tender regard for the old customs of the sea, and it was with the idea of bringing these, in a realistic way, to the knowledge of his cadets that he devised what may almost be described as a pleasing nautical pageant. That the cadets themselves entered into the scheme wholeheartedly was abundantly clear to the visitors.

"Working off the dead horse" was a well-known phrase in sailing-ship days, and, maybe, even to-day—although gone for ever is the quaint pantomime play in which the sailor once indulged. The old custom portrayed the manner in which the sailor celebrated the end of the first month at sea, the period in which he was, from his point of view, working for nothing, or as he called it "working off the dead horse." Improvident Jack always wanted a month's advance. That night, or night not, and its way into the pockets of his dependents. Perhaps it was "blued" in a carouse, or in buying oilskins and sea boots, "soap and matches."

Anyhow, Jack usually came on board penniless, and with a month to go before he was earning anything. At the end of the month he gave expression to his satisfaction by making an imitation horse, and riding it along the deck to the accompaniment of the following old chanty:

They say my horse is dead and gone,
And they say so, they hope so;
They say my horse is dead and gone;
Oh, poor old man!
For a long month I rode him hard;
If he's not dead I'll ride him again,
But if he's dead I'll bury him low.

And so on, as long as the chantyman liked to spin it out.

The boys of the *Worcester* carried through the pageant under the guidance of Mr. H. Lutfoot, the ship's gymnasium instructor, who has taken the keenest interest in the matter. The cadets not actually taking part had taken up positions on deck, in the rigging, or on the monkey yard. Soon the quaint procession, hauling the dead horse, came along the deck to the mainmast, those taking part being appropriately and comically dressed to represent an ordinary sailing-ship "crowd."

The "horse," a fearsome beast, with a strange knack of winking its eye, was ridden by a cadet dressed as a jockey. When the chanty was over, the "horse" was put up for auction, and, having been sold for a fabulous sum, preparations were made for hoisting him aloft. As the part of the "horse" was played by two of the cadets, he could not, of course, be hoisted to the yardarm, but a wooden rig was mounted by the jockey, and cheerily swung aloft. Then, the jockey being safe in a boatswain's chair, the "horse" was cast adrift. The whole performance was carried through in a most spirited manner.

The "dead horse" having been duly dumped, the visit of Father Neptune was proceeded with. This, of course, was the custom of making those who had not crossed the equator pass through certain rough ordeals. For the amusement of those who had already undergone similar rough treatment, Father Neptune, usually of fun, to "pay their footings." Usually the victims had received a letter requesting them to present themselves before Father Neptune and be initiated into the mysteries of the ocean. Those who were obstreperous were chased and captured by the policeman who accompanied Neptune's party, and all, after being shaved, were tossed into a sail full of water by the attendant bears. All came to the postmaster, bearing a letter from Neptune to the captain, and then the policeman led the procession with a big bulldog. Then came a crowd of gullions dragging a chariot in which sat Father Neptune, rigged out with a vast tow beard and a silver trident, and accompanied by his two charming daughters and little boy. With the company were the chemist, the doctor, the barber, Neptune, after interviewing the captain, took up his seat on the five-rail by the mainmast, while the bears, whose task it was to duck the victims, at once jumped into the bath, consisting of a sail spread over spars.

The first victim was brought before Neptune. "Have you," asked the God of the Sea, in a voice of thunder, "ever crossed the Line?" "No," said the quaking lad. "Then shave him," roared his majesty, and the novice was taken in hand. The doctor gave him a spoonful of mixture—it was jam in this instance—tapped him on the chest with a mallet, and handed him over to the tender mercies of the barber. The latter's assistant applied, with a whitewash brush, a plentiful supply of "lather." Then, with a wooden razor a yard long, the barber shaved him. A syphon of soda water served as a spray, and a gentle touch of powder—about a handful—from a nail of flour completed the operation. Then the luckless wight was gracefully tipped into the bath, where the frolicsome bears saw to it that he was thoroughly drenched. Climbing out of the bath, the novice disappeared, proud no doubt, in knowing that he could no longer be called a greenhorn, and was fully entitled, when opportunity served, to play the same pranks on others.

Particularly diverting was the side-play in which one of the cadets, supposed to represent a nervous passenger, made a bolt aloft to escape from the hands of Neptune's policemen. Pursuit up the rigging ensued and ended, of course, in the "passenger" being hauled down to Neptune's throne, and then having to undergo the full penalty of shaving and ducking. The visit of Neptune to ships was often in the old days a trying ordeal

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to first-voyagers, for the "lather" and medicine were generally pretty nauseous compounds, and the horseplay was fairly rough. Needless to say, the other day's exhibition, while it lost nothing in its effect, was void of all unpleasantness, and the lads who played the part of greenhorns all volunteered for the part. As a matter of fact, there was a super-abundance of volunteers. Throughout they all entered into the spirit of the thing, and thoroughly enjoyed the afternoon's amusement.

AN UNFORTUNATE PROSPECTING COMPANY.

In an article in its financial section *The Times* discusses the difficulties which have been met with by the British Borneo Exploration Company, a concern formed about eight years ago to search for minerals, mineral oil, and precious stones in North Borneo. So far attempts to find valuable mineral deposits of any kind have been unsuccessful.

Something might perhaps have been done with mineral oil, but the company has been "unfortunate." It entered into arrangements with the British Borneo Petroleum Syndicate under which it was to receive 25 per cent. of the purchase price of any subsidiary company formed to work and get oil. These terms were afterwards modified, and the Syndicate took up a large area which it was entitled to work on its own account, the Exploration Company receiving 17,000 fully-paid preference shares of 10s. each and 2,375 deferred shares of 1s. in lieu of the 25 per cent. on sales. It was not long, however, before the Petroleum Syndicate found it necessary to reconstruct with a liability of 3s. a share, which amounted to £2,501; and the company was "quite without funds to meet any such commitment." It had, therefore, to make the best arrangement it could; and to dispose of its interests for £1,100. The directors did this after consultation with the three largest shareholders, representing with the chairman, 182,527 shares. What may be the prospects of the petroleum venture we do not know, but in the 1912 report of the Exploration Company there was this mournful admission: "It so happens that it now appears to have been unfortunate that it was necessary for us to dispose of this interest." A previous attempt to raise more money by the expedient of a reconstruction had failed. Subscriptions did not reach the minimum of £5,000 that was considered necessary, so the directors abandoned the scheme and returned the application money, closed down all work a year ago, terminated staff agreements, and reduced expenditure to the bare point necessary for keeping the company alive. That is still the position, and there is £310 cash in hand.

INDIAN STUDENT PROBLEMS.

Delivering the inaugural address at the Indian Association in London Mr. Gokhale said that the position of Indian students here was steadily growing more difficult. He feared that the main cause was an increase in racial and colour prejudice partly due to the new school of imperialism and to the greater share which the self-governing dominions were acquiring in shaping Imperial policy. The influence of retired officials was another reason. The number of Indians had enormously increased, leading to an inevitable lowering of the average level. It should be pointed out to the public the enormous mischiefs resulting from young Indians carrying back any sense of bitterness. The responsibility rested upon the Government of India and upon wealthy citizens to remedy a state of things under which Indians were compelled to come here for even ordinary education. Selected young men should come not in the present helpless manner, because there were no facilities in their own land, but because they wished to advance further. It was a matter of self-respect for India to be provided with its own educational equipment. But this was the work of years, and while England was responsible for governing India her sons had every possible right to pursue their studies here.

THE WESTERN PACIFIC RAILWAY CO.'S NEW FERRY-BOAT.

The Western Pacific Railway's new ferry-boat, the *Edward T. Jeffery*, was launched from the shipyard of Moore & Scott in the Oakland estuary on July 19th. The vessel, says the *San Francisco Chronicle*, which will be used in the Western-Pacific passenger traffic on the San Francisco Bay, will be one of the biggest steel ferry-boats on the bay. She will be the largest steel ferry-boat ever launched in the Oakland estuary. August 1st has been the tentative date set for her maiden trip. The vessel is 230 feet over the guards, beam moulded 42 feet and depth moulded 19 feet 6 inches. The displacement will be 1,150 tons, with a 2,150 indicated maximum horse-power. The new boat will be capable of travelling from 13 to 14 knots per hour. From 2,500 to 3,000 passengers will be provided seat-

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LATEST DEVELOPMENTS IN SHIPBUILDING.

[BY ARTHUR CANNON, M.I.E.S., A.M.I.N.A.]

The science of shipbuilding at the present day is developing in so many directions that it is difficult to keep pace with the various changes that are taking place.

Never before in the history of mankind were there so many alternatives open to the naval architect, and it requires very great judgment and a precise knowledge of facts to enable him to decide upon the best type of vessel for the object he has in view.

A ship is generally considered to consist of three main factors—hull, machinery, and equipment; so that a consideration of developments in shipbuilding naturally falls along these main lines.

Regarding the hull, the tendency in modern practice is towards simplification of structure. As the knowledge of the stresses that ships have to withstand when at sea has increased, and the quality of the material improved, so it has been found possible to simplify the construction of the hull. A great factor towards this was the introduction of the Isherwood system of construction, in which the material is so placed that it makes the maximum contribution to the strength of the ship, and thus admits of a cutting down of weight.

In passenger ships the convenience of the travelling public is the main object. This has led to a considerable increase in the size of the upper works, in order to obtain sufficient space for promenading, state-rooms, etc. This raises the question of strength, and on many vessels signs of weakness have been noted in the upper parts. Shipbuilders are of the opinion that this will have to be remedied by extending the ship's sides up a deck or two higher than at present. This will do away with the lower promenades, which are seldom used, and are often untenable in anything but very fine weather.

THE SHAPE OF THE VESSEL.

The question of the hull also includes the shape, or form, of the ship. This is very important, as it determines the power necessary to drive her through the water. The latest phase in the development of form is the cruiser stem, which has been used so effectively in the new C.P.R. and Allan liners. It certainly does not detract from their appearance, and there are many points in its favour.

Mention should also be made here of an entirely new type of vessel that has appeared within recent years, known as the "Monitor" ship. In these vessels a series of corrugations are made in the hull in the region of the water-line, and extending in a longitudinal direction for practically the whole length of the ship. It is claimed that this decreases the resistance, annuls rolling, and increases the cargo capacity. It is not being taken up very enthusiastically, and it is doubtful whether it will ever get a very secure foothold. Indeed, the tendency is to adhere to the ordinary ship-shaped, plain-sided vessel, and to regard with suspicion any radical change from this.

The problem of watertight subdivision is now receiving very great attention, and shipbuilders and shipowners are to a large extent anticipating the recommendations of the Bulkheads Committee, which has this matter under consideration.

THE STEAM TURBINE.

The greatest transition at the present day is in connection with the machinery. The introduction by Sir Charles Parsons of the steam turbine for marine propulsion revolutionised the whole field of marine engineering, and the internal-combustion engine has now entered into serious competition.

It was soon found that the turbine was not eminently suited for the work, as it is only very efficient at high speeds of rotation, whereas the screw propeller is more efficient at low speeds. This has led to the consideration of means by which the turbine can be run at the high speed necessary for good efficiency and at the same time drive the propeller at a lower speed. This problem is being solved along three lines.

The principal method is by means of mechanical gearing, which has been introduced in this country by Sir Charles Parsons and in the United States by the Westinghouse Company. The general arrangement is to mount a large spur wheel on the propeller shaft, having very accurately cut, helical teeth. This is driven by two smaller pinions, one on either side of the larger wheel. Each pinion is directly connected to a high-speed turbine. This system has been very successfully applied to Channel steamers, and has been recently fitted to a cargo boat with very satisfactory results. It is to be applied on a large scale to an Orient liner building at Clydebank. With superheated steam it is a very economical arrangement, but engineers were rather sceptical of using wheels to transmit such large powers. However, the wheels are more like mathematical instruments than pieces of machinery, being so beautifully made, and the prejudice against them is gradually breaking down.

Another method is to drive a centrifugal water-pump from a high-speed steam turbine and to use the water to drive a slower-running water turbine, which is connected to the screw shaft. It is being developed in Germany, and will be fitted to two large liners building there for the Hamburg-American Line.

The third method is to generate electricity from a series of high-speed turbo-generators, and to use the current to drive a slow-speed electrical motor on the screw shaft.

All three methods have their advantages and disadvantages, but the balance of favour is with the first.

It has been found that the turbine is a very efficient means of using low-pressure steam. On the other hand, the reciprocating engine is more efficient at high pressures. This is being made use of in what is known as the combination system of machinery, which is similar to that fitted to the *Olympic*. In this system steam at high pressure is admitted to the cylinders of one or more reciprocating engines, and the low-pressure exhaust steam from these led to one or more turbines. This is only suitable for large vessels with three or four shafts, and has proved very successful. It will probably be discarded in favour of the all-turbine arrangement with reduction gearing.

INTERNAL-COMBUSTION MACHINERY.

The last word in marine engineering is the introduction of internal-combustion machinery. This, of course, does away with the necessity for carrying boilers, and thus leads to extra cargo capacity, and a great reduction in the engine's staff. The type of engine that is used for large powers is the heavy oil engine working on the Diesel principle. There are numerous makes of these on the market, and it is impossible to say which will ultimately prove to be the most successful. The great difficulty hitherto has been to get anything but a comparatively small power from each cylinder. This means that for a large ship the number of cylinders is very great, and thus the system has been too complicated. This difficulty is being overcome, and at least one Continental firm guarantees 4,000 horse-power per cylinder. Once shipowners feel assured of a good supply of oil at a reasonable price, there will be a very great impetus given to the application of this type of machinery.

At the end of last year a British syndicate was formed which is to carry out a very comprehensive programme, resulting in passenger and cargo ships propelled by oil engines on all the principal trade routes. Some of the passenger ships are to be of 25,000 tons displacement, with a speed of twenty-five knots and 20,000 horse-power.

Concerning equipment, the latest development is the provision of boats for all our ocean-going vessels. This has led to questions of stowage and launching, and methods of doing this are being considered by the Committee on Boats and Davits.

In passenger vessels the trend is towards more luxuriousness and comfort. This has led to the construction of the mammoth liners which is such an outstanding feature of present-day shipbuilding. The study of comfort has also been instrumental in causing anti-rolling tanks to be fitted, so that the passenger may brave an ocean voyage at all seasons of the year and be just as comfortable as in the best hotel.

In other directions also the process of evolution is going on. Each vessel is an improvement on her predecessor. From the main points outlined above it will be seen that the naval architect of to-day has a wide field to survey, and that he is by no means standing still. —*Westminster Gazette*.

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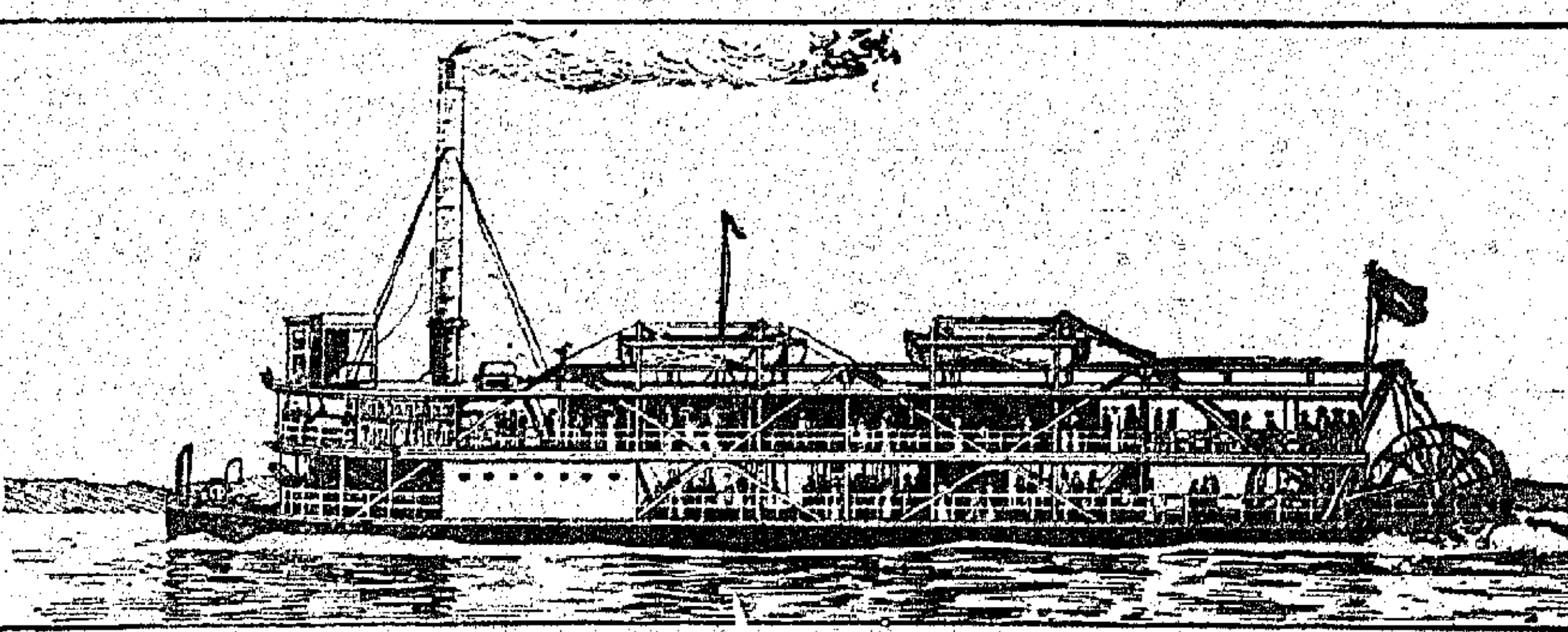
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"This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or inefficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bending down sensations, wasting disease, consumption, night sweats, sandy, high-coloured water, etc., are all so many different phases of brain and nerve wreckage and exhaustion, the cause or by far the greatest portion of the misery, ill-health, and decrepitude by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who feel so recently recently played out, used up and valenced. Bottle Price 2s. 6d."

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. Vasoconstrictor it infuses into the system that permeates and penetrates to the minutest capillaries, overcomes and expelling disease, whosoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, acrofuruncles and glandular swellings, discolorations, runches and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, scurf, scurvy or beriberi, etc. It improves the general health, and quickly removes long-standing bronchitis, asthma, and backache, training, spasmodic cough, too often the precursor of consumption. Bottle Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle or entire remedy, to THE VETARZO REMEDIES CO., GOSFEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS' CHEMISTS.

NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship "SHIMOSA"

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th Sept., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 20th August, 1913. (192)

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Aug., at 9.30 A.M.

All Claims must reach us before the 3rd Sept., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 19th August, 1913. (4)

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"LUETZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Aug., at 9.30 A.M.

All Claims must reach us before the 4th September, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 20th August, 1913. (4)

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"DEN OF CROMBIE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th Aug. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 27th Aug., at 9.30 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 21st August, 1913. (49)

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM VANCOUVER, SEATTLE, VICTORIA, PORTLAND, JAPAN AND SHANGHAI.

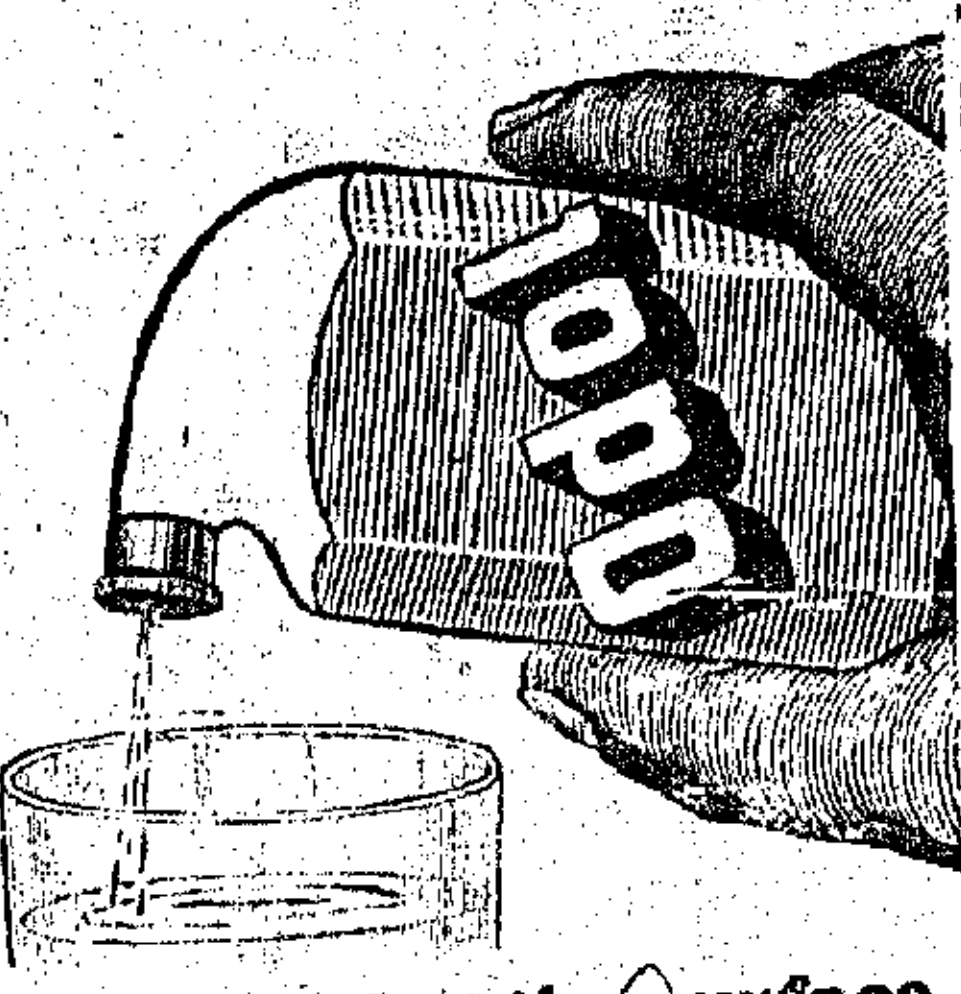
THE Company's Steamship

"FALLS OF ORCHY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence and/or from the wharves delivery may be obtained.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 20th August, 1913. (49)



Scrubbing the surface of the teeth with powders or pastes does not thoroughly cleanse them; it leaves their condition, and that of the mouth, unimproved.

What the teeth and mouth need is Odol, which antiseptically purifies the mouth, and being liquid penetrates even the minutest cracks and crevices, cleansing every part of all the teeth, not merely where they show.

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:

ADDRESS	FROM
Dobbin, Hongkong Hotel	Shanghai
Wingchong, Winkit Street, Yokohama	Kobe
Kenkon-maru, Mitsui	Kobe
Kwongyong, 97, Hongkong Road	Yokohama
1139/5288	Amoy
3769/0735/7311	Peking
3387/6068	Shanghai
6007/3609/4149/2106/0683/1129	Shanghai
6670/0005/4103/7190/0934/5714	Shanghai
1684/5128/5012/0794	Peking
5940/2490/0375	Hankow

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

ADDRESS	FROM
Azumaya Matsubara	Ipo
Bayley	Colombo
Blackton	Manchester
Cheonglee	Singapore
Coupan	Shanghai
Jon Yai, Tau Woy On	Wellington
Kongwahsing	Bangkok
Mackey, Hippodrome Circus	Manila
Nolasco	Manila
Polo, Arthur	Manila
Sienlongphoh Pohcheongwing	Singapore
Tsang Kwok Kwan	Foochow
Tong, Hotel Victoria	Shanghai
Wancheng	Singapore
Yee Lim	Chefoo

NOTICES TO CONSIGNEES

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

S.S. "SAXONIA"

FROM PUGET SOUND, PORTLAND AND VANCOUVER VIA JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 23rd inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance will be effected. Goods not cleared by the 27th Aug. at 5 P.M. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 29th inst., at 10 A.M.

All Claims must be filed on or before 30th inst., otherwise they will not be recognized.

HAMBURG-AMERIKA LINIE, Hongkong Office. (396)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE"

Arrived Hongkong on 21st August, 1913.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. (1)

Hongkong, 21st August, 1913.

A NEW SHANGHAI-DALNY LINER.

The Nippon Yusen Kaisha has this week put a new steamer on the run between Shanghai and Dalny. She is fitted with every up-to-date appliance for comfort, safety, and convenience. Her dining saloon, ladies' boudoir, smoking room, etc., being all excellently ventilated and lighted. She has a gross tonnage of 3,450, a length of 358ft., a breadth of 46ft., a depth of 26ft., and a mean speed of 18 knots per hour.

Her passenger accommodation follows:—1st Class:—Accommodation for 81 passengers, including one special cabin containing 1 double bed and one sofa; 22 ordinary cabins containing 47 berths and 10 sofas; and 3 family rooms containing 12 berths and 3 sofas.

2nd Class:—Accommodation for 20 passengers, comprising 4 ordinary cabins containing 16 berths and 4 sofas.

3rd Class:—Accommodation for 140 passengers all in bunks.

THE "PACIFICATION COMMISSIONERS" FOR TIBET.

Under the heading of "Peculiar Extraordinary," the *China Republican* says:—

The fears that Yuan Shih-kai's action in appointing Mr. Hu Han-min and Mr. Ivan Chen, ex-Tubul of Kwangtung and ex-Commissioner of Foreign Affairs at Shanghai, respectively, to be Pacification Commissioners to Tibet, was only meant to provide him with a pretext to remove these two officials from their important posts on account of purely selfish motives.

are now justified by the announcement of his intention to appoint Chang Ying-tang, Minister to the United States, and Wang Jen-wen, ex-Viceroy of Szechuen, to be Commissioners of Pacification to Tibet. It appears that since Yuan has succeeded in removing the two officials in question from their posts, he has gained his object and he will now send neither Mr. Hu nor Mr. Chen to their posts so thoughtfully offered to them.

CULT OF THE GYPSY.

One of the quaintest clubs in London is that situated in one of the quaintest turnings in London. It is the Gypsy and Folk Lore Club, in Handcourt, Holborn, which was founded in December, 1911, and formally opened on January 15, 1912. It has its own magazine, which had originally the somewhat formidable title of the "Romantichels' Didaksis and Folk Lore Gazette," reflecting also the opinions of Tinkers, Travellers, Gajwos, Snow-Folks, and Posh Rats, but recently the members have decided that it shall be known by the less pretentious title of "The Gypsy and Folk Lore Gazette."

It is important to note that "Gypsy" must always be spelled with a "y" and a capital "G."

The secretary and honorary director of the club is Mr. W. Townley Searle, who is well qualified for the position, since at the age of thirteen he ran away from school in order to join a Gypsy camp at Folkestone, and was instructed in the Romany language and customs, of which he is a perfect master, by old Granny Lee at Brighton.

As befitting membership of such an organisation the members are characterised by their Bohemianism, as may be witnessed at their weekly foregatherings on Thursday evenings. The members declare themselves to be the sworn foes of conventions, particularly all sentimental, hypocritical conventions. They declare their objects to be: (1) To promote fellowship among those interested in Gypsies and Gypsies themselves, and to encourage the study of and conversation in the Romany language; (2) To oppose to the artificialities of modern life; (3) To encourage camping, caravanning and every form of outdoor sport and recreation; (4) To provide an opportunity for men and women not made in the common mould—those who have something beside their names, their clothes, or their noses to distinguish them from their fellows—to come in contact with one another. One of the main objects of the club is declared to be "anthropology—popularly treated."

The members are naturally very keen on open-air life, and they have just organised a novel competition. They, or some of them, propose to take to the road and combine business with pleasure, and prizes are offered to those most successful in making their living on the road.

Their desire is to prove that it is possible for anyone, however steeped in city life, and however tied to office life, to obtain a living on the road. Competitors may arrange to have money payable at any public office or other bank, but will be disqualified from the competition if they draw upon it.

Every competitor must leave a Patrin (Gypsy sign) at all cross roads. These signs consist of (1) Three heaps of grass placed on the left of the road in the daytime; (2) boughs of cleft sticks pointing down the road at night time; (3) a mark in the form of a "G" on the road in dusty or wet weather; and (4) stones in the same form on the left of the road in the windy weather. Sticks and a hawk's basket will be supplied to each competitor, and further supplies will be obtainable on route, and competitors are able to take out either a hawk's or a pedlar's licence. The prizes will be awarded to those competitors who make the best and happiest livelihood. In addition to the prizes offered by the committee of the Gypsy Club special prizes are offered by four London trading firms. Many will be surprised to learn that there are still nearly 20,000 real gypsies in England.



A FORTUNATE VISIT FOR A HOSPITAL NURSE AT RANGOON.

Nurse Marie E. Jackson, daughter of Captain C. S. Jackson, of the Indian Medical S.D., counts the day when she visited a sick man in Rangoon as one of the most fortunate in her life.

"Previous to taking up hospital nursing I lived in India, mostly up in the Hill stations," said Miss Jackson, when seen at her home, 6 Ahlone Road, Rangoon. "Even from childhood I suffered from impoverished blood and skin eruptions, and about a year ago, after coming to Rangoon, my general health began to decline."

"I became quite pale, had frightful headaches, and lost appetite and weight. Indigestion troubled me not a little; after any exertion I became quite breathless. My nights were far from restful; indeed, I found it difficult to secure even a few hours' sleep. I tried a number of medicines, but they did me no good, and friends, noticing how thin I was getting, advised me to return to the better climate of the Indian hills."

"One day when visiting a relative who had been very unwell I saw him taking some Dr. Williams' Pink Pills and asked if they were doing any good. He said 'Yes,' and advised me to follow his example. I was feeling so poorly at the time that I did so."

"Soon I found that Dr. Williams' Pink Pills were doing me a great deal of good. I slept better, the headaches were less severe, the pimples on my face became less inflamed in appearance, and before long most of them disappeared."

"So I continued to improve until those nerve-racking headaches left me altogether and I felt brighter, fresher and happier than I had been for years. I consider Dr. Williams' Pink Pills a boon to young ladies who have bluish tints such as I had on the face. I feel quite a new girl since I started taking them."

What Dr. Williams' pink pills for pale people did for Miss Jackson they have done for thousands of other anemic, listless girls and women the world over. They cure by creating new, rich, pure blood, and by giving fresh strength to run-down nerves, thus building up the whole system. Among the disorders for which they are a proved remedy are Bloodlessness, Debility, Indigestion, Malaria, Skin Diseases, Rheumatism, and the ailments women only know. All medicine vendors sell them, or you can have them sent to you direct, from the Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai, one bottle for \$1.50, six for \$8 post free.

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS,

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance,

\$12 per annum. Postage

92 to any part of

the World.

WEATHER REPORT.

On the 22nd at 11.55 a.m.—The northern depression, though shallow, is now the principal feature of the map. It is centred over S. Japan. The depressions over Annam and to the north-east of Luzon have not developed.

Pressure is highest to the north of Japan. Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST
Hongkong & Neighbourhood	The same as Formosa Channel
Formosa Channel	No. 1.
South coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

* Light or variable winds, fine.

CHINA COAST METEOROLOGICAL REGISTER.

22ND AUGUST, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Yi'shook	7a.	29.92	66	—	SE	2	o
Namuro	6a.	29.97	—	—	ENE	3	—
Hakodate	"	29.97	—	—	E	1	—
Tokio	"	29.97	—	—	SE	1	—
Kobe	"	29.97	—	—	SE	1	—
Nagasaki	"	29.97	—	—	SE	1	—
Kagoshima	"	29.97	—	—	SE	1	—
Oshima	"	29.97	—	—	SE	1	—
Naha	"	29.97	—	—	SE	1	—
Ishijima	"	29.97	—	—	SE	1	—
Bonin Is.	"	29.97	—	—	SE	1	—
Chefoo	"	29.97	—	—	SE	1	—
Waihaiwei	"	29.97	—	—	SE	1	—
Hankow	"	29.97	—	—	SE	1	—
Jehang	"	29.97	—	—	SE	1	—
Kiatsiang	"	29.97	—	—	SE	1	—
Changsha	"	29.97	—	—	SE	1	—
Shanghai	"	29.97	—	—	SE	1	—
Amoy	"	29.97	—	—	SE	1	—
Swatow	"	29.97	—	—	SE	1	—
Taihou	"	29.97	—	—	SE	1	—
Taiwan	"	29.97	—	—	SE	1	—
Koshun	"	29.97	—	—	SE	1	—
Pescadore	"	29.97	—	—	SE	1	—
Janton	"	29.97	—	—	SE	1	—
Hongkong	6a.	29.77	80	95	—	0	f
Gap Rock	"	29.77	81	—	—	—	—
Macao	9a.	29.77	—	—	—	—	—
Wanchow	"	29.77	—	—	—	—	—
Elbow	"	29.77	—	—	—	—	—
Paihoi	"	29.77	—	—	—	—	—
Phu Lien	6a.	29.82	77	—	E	1	b
Tourane	"	29.82	79	—	W	2	b
C. St. James	"	29.82	75	—	WSW	4	c
Apariti	"	29.75	77	—	SE	1	c
Manila	"	29.78	75	—	—	—	—
Legaspi	"	29.78	77	—	WSW	1	b
Encolado	9a.	29.85	80	—	SW	1	b
Hilo	"	29.85	80	—	SE	2	c
Cebu	"	29.85	80	—	SE	2	c
Laban	"	29.85	80	—	SE	2	c

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 24th August, 1913. 14th Sunday after Trinity. Holy Communion (8.15 a.m.). Psalms (11 a.m.). Responses, Psalms, etc. To Deum. Lawes, Cocks, Hopkins, Bonedius, Langdon; Hyams, 209, 432, and 419; Broadbent (5.45 p.m.). (Full Choir). Responses, Psalms, etc. of the 24th evening; Magnificat, and Nunc Dimittis, Maundrell in 8; Anthem, "God shall wipe away all tears." Field; Hyams, 228 and 20; Savenfold (11.15 a.m.). Psalms 119, verses 1, 2, 7, 8, 12, 17, G. P., 22, 23, 25, and 29 in unison; Hymns 419, verses 1 and 7 in unison; Hymn 20, verses 2 and 7 in unison.

St. Andrew's Church, Kowloon, 14th Sunday after Trinity, 24th August, 1913. Morning Prayer (11 a.m.).—Responses, Psalms, etc. To Deum; Lawes, Cocks, Hopkins, Bonedius, Langdon; Hyams, 209, 432, and 419; Broadbent (5.45 p.m.).—Hymn, 12; Responses, Psalms, etc. of the 24th evening; Magnificat, and Nunc Dimittis, Wickes, 10th evening; Hymns, 308, 224, and 197. Kyrie, Davy.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA" Captain S. Barcham, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 30th August, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the "Macassar" and "Macassar" in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed by Bombay in the "Macassar," due in London on the 11th October, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

F. A. HIEWETT, Superintendent.

Hongkong, 18th August, 1913. [1]

THE AMERICAN & MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"KANSAS" Captain R. Linklater, will be despatched from Hongkong on or about 2nd September for BOSTON AND NEW YORK. (With liberty to call at the Atlantic Coast). For freight and further particulars, apply to THE BANK LINE, LTD. Agents. Hongkong, 12th August, 1913. [935]

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Uckermarck* left Manila on the 21st August, p.m., and may be expected here on or about the 24th August, a.m.

The C.P.R. str. *Empress of Asia* left Yokohama between 2 and 4 p.m., on the 21st August.

The C.P.R. str. *Empress of India* arrived at Vancouver between 6 and 8 p.m., on the 20th August.

The H.A.L. str. *Senegambia* left Singapore on the 21st August, p.m., and may be expected here on or about the 27th August, p.m.

The Yokohama office of the C.P.R. is in receipt of a wireless message from the R.M.S. *Empress of Russia*, sent at 8 p.m., on the 21st August, when the vessel was 1,050 miles distant from Japan, advising all well, and that the Commander expects to reach Yokohama at 4 a.m., on the 24th August.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years, From 1874 to 1909.

PRICE 25 CASH.

On Sale at the DAILY PRESS Office and Local Booksellers.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BIRTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.			
LONDON, via USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NANKIN	Brit. str.	—	Owen Jones, R.N.E.	P. & O. S. N. Co.	On 30th inst., at Noon.
HAYRE, EMDEN & HAMBURG, &c.	SURVIA	Ger. str.	k. w.	Krusse	HAMBURG-AMERICA LINE	On 31st inst.
HAYRE, ANTWERP & HAMBURG, &c.	DEGRANTIA	Ger. str.	k. w.	Gieseler	HAMBURG-AMERICA LINE	On 31st inst.
MADEIRA, LONDON & HAMBURG, &c.	GRACIA	Ger. str.	k. w.	Hausen	HAMBURG-AMERICA LINE	On 18th Sept.
MADEIRA, LONDON & HAMBURG, &c.	SAXONIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERICA LINE	On 18th Sept.
MARSEILLES via SAIGON, S'PORE, COLOMBO, PORT SAID	CHILI	Fr. str.	—	Eschonauer	MESSAGERIES MARITIMES	On 26th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MYASAKI MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 27th inst., at D'light.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ARLERS	Ger. str.	k. w.	Forichs	HAMBURG-AMERICA LINE	On 30th inst.
VICTORIA, B.C., & TACOMA via KEELUNG, &c.	CANADA MARU	Jap. str.	—	K. Mori	HAMBURG-AMERICA LINE	On 30th inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLAND	DEN OF COMBIE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst.
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst.
VICTORIA, B.C., & TACOMA via KEELUNG, &c.	TACOMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	SCHEER	Ger. str.	—	—	—	—
TRIESTE, FLORENCE, VENICE via SINGAPORE, &c.	YOKHARETS	Ger. str.	—	—	—	—
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Brit. str.	—	R. Linklater	THE BANK LINE, LIMITED	On 30th inst.
BOSTON & NEW YORK	KANSAS	Brit. str.	2 m.	W. Dixon Hopson	CANADIAN PACIFIC R. Co.	On 27th inst., at Noon.
VANCOUVER, via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	Rohde	HAMBURG-AMERICA LINE	On 27th inst.
VANCOUVER, SEATTLE and/or TACOMA & PLAND, (On)	UCKERMARK	Ger. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 30th inst.
VANCOUVER, via SHANGHAI, JAPAN, &c.	MONGOLIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 30th inst.
SAN FRANCISCO via HONOLULU & JAPAN, &c.	NEPPO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 30th inst.
SAN FRANCISCO via MANILA & JAPAN, &c.	NEPPO MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 30th inst.
AUSTRALIAN PORTS via MANILA	CHANGHAI	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
AUSTRALIAN PORTS via MANILA	YOKOHAMA MARU	Jap. str.	—	R. Takada	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Jap. str.	—	H. Bremer	MEYERHOF & Co.	On 27th inst., at Noon.
AUSTRALIAN PORTS via MANILA	ST. ALBANS	Brit. str.	—	—	Globe, LIVINGSTON & Co.	On 19th Sept., at 11 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	DUYO MARU	Jap. str.	—	—	YOKO KISEN KAISHA	On 4th Oct., at Noon.
JAPAN	TSUBATAP	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI	DELWABA	Brit. str.	—	G. N. Ramsay, R.N.E.	DAVID SASSON & Co., Ltd.	On 26th inst., at D'light.
YOKOHAMA & KOBE via SHANGHAI	AUSTRIA	Am. str.	—	Chidley	SANDER, WHEELER & Co.	About 30th inst.
YOKOHAMA, KOBE & MOJI	FUTABA	Brit. str.	—	H. Fraser	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 p.m.
KOBE & YOKOHAMA	KIRAN MARU	Jap. str.	—	T. Horii	NIPPON YUSEN KAISHA	On 28th inst.
KOBE	KAMAHARA MARU	Jap. str.	—	L. Klugkist	MEYERHOF & Co.	About 15th Sept.
KOBE	KYUNO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
KOBE	INDO MARU	Jap. str.	—	K. Komiyu	OSAKA SHOSHEN KAISHA	On 20th Sept., p.m.
KOBE	HUGHONG	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 31st inst., at D'light.
KOBE	LOHANG	Brit. str.	1 m.	W. Shous	BUTTERFIELD & SWIRE	On 30th inst., at D'light.
KOBE	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	To-day, at Midnight.
KOBE	HONGKONG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
KOBE	MAGELLAN	Fr. str.	—	Rat	MESSAGERIES MARITIMES	On 25th inst., at 1 a.m.
KOBE	POORANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.
KOBE	LUCHOW	Brit. str.	1 m.	J. Meuthen	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
KOBE	UCERHAKKE	Brit. str.	k. w.	Rohde	HAMBURG-AMERICA LINE	On 24th inst.
KOBE	DEYAMA	Brit. str.	1 m.	W. R. Hickey	P. & O. S. N. Co.	About 23rd inst.
KOBE	AFRICA	Brit. str.	—	G. C. Williams	BUTTERFIELD & SWIRE	On 30th inst., at M'night.
KOBE	PRINZ LUDWIG	Ger. str.	—	F. von Binzer	SANDER, WHEELER & Co.	On 31st inst., at 5 a.m.
KOBE	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 3rd Sept.
KOBE	YEDDO	Swed. str.	—	—	ARTHUR NILSSON & Co.	About 4th Sept.
KOBE	PERING	Swed. str.	—	—	ARTHUR NILSSON & Co.	On 7th Sept.
KOBE	TSUKIKI	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	About 30th Sept.
KOBE	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSHEN KAISHA	On 2nd Sept., at 10 a.m.
KOBE	KANU MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 2nd Sept., at 2 p.m.
KOBE	DAIGO MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
KOBE	HAIRONG	Brit. str.	2 h.	W. E. Evans	DOUGLAS, LAPRAIK & Co.	To-morrow, at 11 a.m.
KOBE	HAIRONG	Brit. str.	2 h.	W. C. Pasmore	DOUGLAS, LAPRAIK & Co.	On 26th inst., at 11 a.m.
KOBE	HAIRONG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS, LAPRAIK & Co.	On 24th inst., at 11 a.m.
KOBE	HAIRONG	Brit. str.	2 h.	J. S. Roach	DOUGLAS, LAPRAIK & Co.	On 2nd Sept., at 11 a.m.
KOBE	YUENSHANG	Brit. str.	—	E. Scherck	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.
KOBE	YUENSHANG	Brit. str.	—	F. S. McMurray	SHAWAN, TOMES & Co.	On 25th inst., at 4 p.m.
KOBE	YUENSHANG	Brit. str.	—	Wake	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
KOBE	YUENSHANG	Brit. str.	—	W. G. G. Lewis	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 2 p.m.
KOBE	YUENSHANG	Brit. str.	—	J. Miller	SHAWAN, TOMES & Co.	On 4th Sept., at 4 p.m.
KOBE	YUENSHANG	Brit. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
KOBE	YUENSHANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 1st Sept.
KOBE	YUENSHANG	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 5th Sept., at 4 p.m.
KOBE	YUENSHANG	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	To-day.
KOBE	YUENSHANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day.
KOBE	YUENSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 p.m.
KOBE	YUENSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 2 p.m.
KOBE	YUENSHANG	Brit. str.	—	—	MEYERHOF & Co.	About 27th inst.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	—	—

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL					
STEAMERS	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Arrive	Leave	Arrive
EMPEROR OF JAPAN	27 Aug.	30 Aug.	1 Sept.	7 Sept.	10 Sept.	24 Sept.	25 Sept.	2 Oct.	9 Oct.	—	—
MONTEAGLE	30 Aug.	4 Sept.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.	—	—	—
EMPEROR OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.	—	—	—
EMPEROR OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	—	—	—
EMPEROR OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	—	—	—
EMPEROR OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.					
STEAMERS	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama
EMPEROR OF RUSSIA	£71.10	£71.10	£71.10	£71.10	£71.10
EMPEROR OF ASIA	£65	£65	£65	£65	£65
EMPEROR OF INDIA	£43	£43	£43	£43	£43
EMPEROR OF JAPAN	£43	£43	£43	£43	£43
MONTEAGLE	£43	£43	£43	£43	£43

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with SUZUKI MAIL LINES or TRANS-AMERICAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUNGSANG"	Saturday, 23rd Aug., 2 p.m.
SHANGHAI	"HANGSANG"	Sunday, 24th Aug., D'light.
SINGAPORE, PENANG & CALCUTTA	"LOVAT"	Monday, 25th Aug., 2 p.m.
SHANGHAI, KOBE & MOJI	"FOKUSANG"	Thursday, 28th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"STINGANG"	Friday, 29th Aug., 2 p.m.
MANILA	"LOONGSANG"	Saturday, 30th Aug., 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG" and "KOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days.

This service is supplemented by the "LATANG," "KOWANG," "LOVAT," "Tashing" and "Seisang," which leave at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Y'ntze, Chefoo, T'rain, Dalay, W'wei, T'ian & N'ehwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 23rd August, 1913.

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on the 2nd September, at 4 p.m., taking Cargo & Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 22nd August, 1913.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STEAMERS DATE OF DEPARTURE

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA

PORTLAND

VICTORIA, VANCOUVER, SEATTLE, TACOMA

PORTLAND

For Further Particulars, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215 Sub. Ex. No. 9

Hongkong, 26th July, 1913.

SHIPPING

ARRIVALS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 27th Sept. Connecting with "KATAUGA" 12th Oct.
From Colombo: 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "DILWARA," 5,328 tons, Capt. G. N. Ramana, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 26th August, at 8 p.m.

WESTWARD.

S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, will be despatched on 23rd August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 22nd August, 1913.

'80

"THE BIG 4"
OF THE
PACIFIC MAIL S.S. CO.

STEAMERS	Tons	Starting
MONGOLIA	27,000 tons, twin screws	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
MANCHURIA	27,000 tons, twin screws	
KOREA	18,000 tons, twin screws	
SIBERIA	18,000 tons, twin screws	
NILE	11,000 tons	
CHINA	10,200 tons	
PERSIA	9,000 tons	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 p.m.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 a.m.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
13th Sept. ... PERSIA	15th Sept.	2nd Sept. ... PERSIA	4th Sept.
14th Oct. ... CHINA	16th Oct.	10th Sept. ... KOREA	12th Sept.
28th Oct. ... NILE	30th Oct.	24th Sept. ... SIBERIA	26th Sept.
25th Nov. ... PERSIA	27th Nov.	2nd Oct. ... CHINA	4th Oct.
30th Dec. ... CHINA	1st Jan.	9th Oct. ... MANCHURIA	11th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. C. MORTON, Agent.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STEAMER TO SAIL

STEAMER	TO SAIL
SHANGHAI, KOBE AND MANAGHAN	On 25th Aug., at 7 a.m.
YOKOHAMA	Capt. Rat
MARSEILLES VIA PORTS	Capt. Eschenauer

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUS-IERRE, ACTING AGENT,
QUEEN'S BUILDING

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SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	On 7th Sept.
"PEKING"		6,500	On 14th Sept.

For Freight and Further Particulars, apply to

ARTHUR NIELSEN & Co.,
YORK BUILDING, 1st Floor.

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HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON, | CANTON TO HONGKONG.

SATURDAY, 23 AUGUST, 1913.

8 a.m. HEUNGSHAN. | 8 a.m. HONAM.
10 p.m. KINSHAN. | 5 p.m. FATSHAN.

SUNDAY, 24 AUGUST, 1913.

10 p.m. FATSHAN. | 4 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 773, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 24 AUGUST, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOISANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

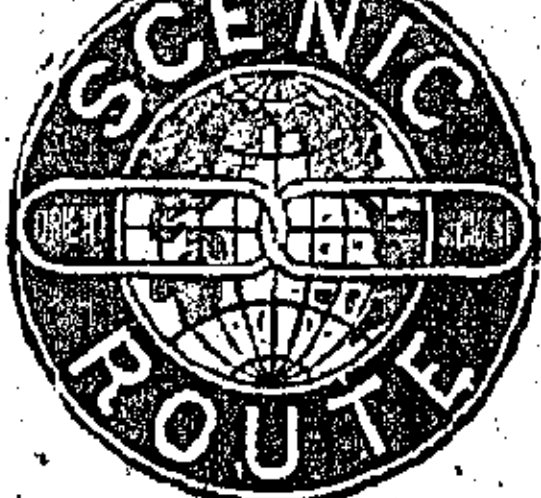
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 5 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

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SAN FRANCISCO
SCENIC ROUTE



TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)

S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC—DENVER AND
RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT, HONGKONG.

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AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 p.m.

Superior accommodation for 1st, 2nd and 3rd Class passengers, no extras, no tips, no inside Cabin. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "VOEVAERTS," 12,900 tons, will leave as above about 2nd Sept.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No extras. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: London-Trieste.

BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £23.15, II £11.6.

BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class I £23.15, II £11.6.

BY SEMMERING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £23.15, II £11.6.

BY TAVERN EXPRESS: Via Mannheim, Cologne, Hook or Flushing, Class I £23.15, II £11.6.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 6 a.m.

FARES: Hongkong-Shanghai, 26 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 30th August.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WILDER & CO., Agents.
Hongkong, 18th August, 1913. Prince's Building.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Leave HONGKONG	Connecting Steamers from COLOMBO to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA	...	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	...	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	...	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	...	October 11	Through Steamer	Nov. 8	Nov. 14
DELTA	...	October 25	MARMORA	Nov. 28	Nov. 28
INDIA	...	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

LONDON				
1st Saloon	"A"	Accommodation Single	£65.	Return £97.
	"B"	"	£39.	" £39.
2nd Saloon	"A"	"	£44.	" £66.
	"B"	"	£40.	" £60.
MARSEILLES				
1st Saloon	"A"	Accommodation Single	£61.	Return £91.
	"B"	"	£35.	" £35.
2nd Saloon	"A"	"	£42.	" £53.
	"B"	"	£38.	" £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NOBE	October 1	November 5	Nov. 15
NILE	October 15	November 19	Nov. 29
SYRIA	October 29	December 2	Dec. 11
SUMATRA	November 12	December 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

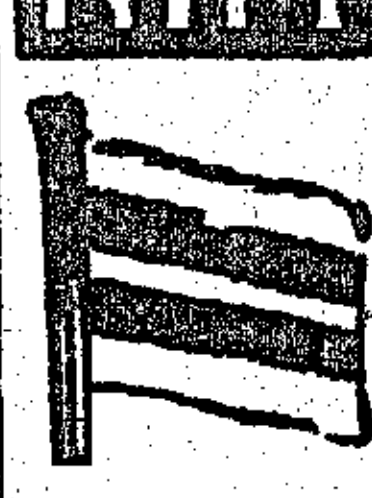
1st Saloon £50 Single: £75 Return.
2nd Saloon £25

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
F. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGA.	MIYAZAKI MARU	16,000	WED'DAY, 27th Aug., at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	WED'DAY, 10th Sept., at D'light.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 26th Aug., at 4 p.m.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU	12,500	TUESDAY, 9th Sept., at 4 p.m.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	NIKKO MARU	9,600	WED'DAY, 27th Aug., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	KUMANO MARU	9,300	WED'DAY, 24th Sept., at Noon.
KOBE and YOKOHAMA	KIRIN MARU	6,000	SATURDAY, 23rd August.
SHANGHAI, KOBE and YOKOHAMA	BOMBAY MARU	6,000	MONDAY, 1st September.
NAGASAKI, KOBE & YOKOHAMA	HIRANO MARU	16,000	THURSDAY 8th Aug., at D'light.
KOBE	HAKATA MARU	12,500	MONDAY, 1st September.
	KUMANO MARU	9,300	TUESDAY, 26th Aug., at Noon.
	KAMAKURA MARU	12,500	TUESDAY, 26th August.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months—Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

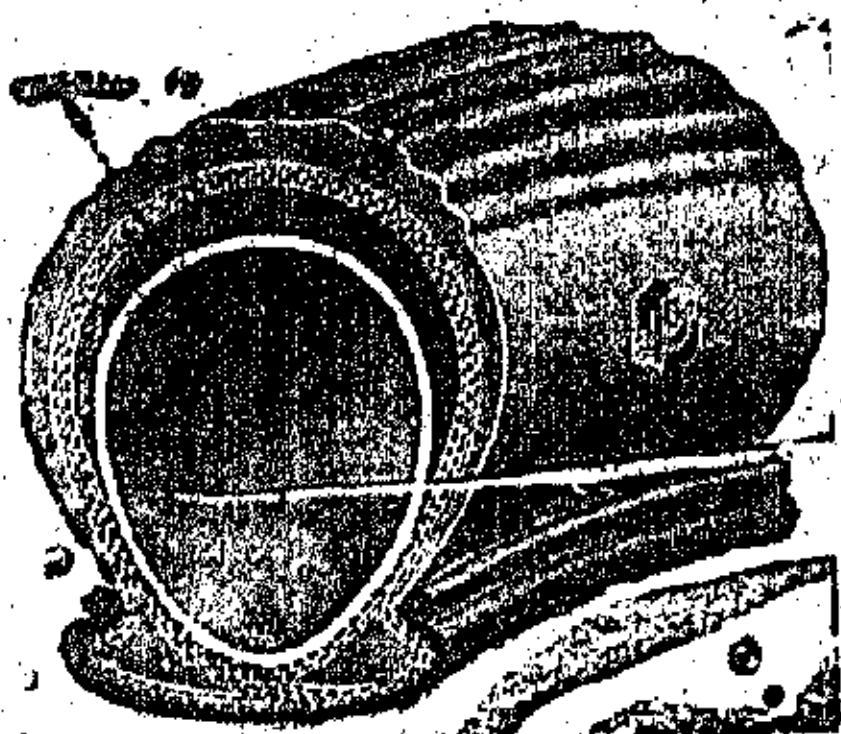
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T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

(11—12—13

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Hongkong, 18th August, 1913.

[44-35]



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Hongkong, 18th August, 1913.

[44-13]

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HUGO C. A. FROMM,

GENERAL AGENT.

Hongkong, 18th August, 1913.

[44-19]

NOTICE POST OFFICE

The *Luchow*, with the Mail from London (via Siberia) of Wednesday and Saturday, the 30th July and 2nd inst., is due to arrive here to-morrow.

FOR	PER	DATE
Fort Bayard	Chongqua	Saturday, 23rd, 9.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., and Tacoma	Canada Maru	Saturday, 23rd, 11.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	Mongolia	Saturday, 23rd, 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)
Philippine Islands	Yuenyang	Saturday, 23rd, 1.00 P.M.
Macao	Sao Tai	Saturday, 23rd, 1.15 P.M.
Japan via Nagasaki	Den of Crombie	Saturday, 23rd, 2.00 P.M.
Straits and India via Calcutta	Torilla	Saturday, 23rd, 2.00 P.M.
Japan via Yokohama	Deuara	Saturday, 23rd, 2.00 P.M.
Shanghai and North China	Chenan	Saturday, 23rd, 5.00 P.M.
(EUROPE via SIBERIA)	Hungary	Saturday, 23rd, 5.00 P.M.
Shanghai and North China	Dorment	Saturday, 23rd, 5.00 P.M.
Saigon	Pheumpen	Saturday, 23rd, 5.00 P.M.
Calcutta	Baron Jedburgh	Saturday, 23rd, 5.00 P.M.
Straits, Batavia, Samarang and Sourabaya	Hokuto Maru	Saturday, 23rd, 5.00 P.M.
Straits	Bermuda	Saturday, 23rd, 5.00 P.M.
Straits	Silesta	Saturday, 23rd, 5.00 P.M.
Swatow	Haimun	Sunday, 24th, 9.00 A.M.
Swatow, Amoy and Formosa via Tamsui	Daigi Maru	Sunday, 24th, 9.00 A.M.
Pakhoi and Haiphong	Hawai	Monday, 25th, 11.00 A.M.
Straits and India via Calcutta	Leont	Monday, 25th, 1.00 P.M.
Philippine Islands	Kajiro	Monday, 25th, 3.00 P.M.
Swatow, Amoy and Foshow	Haiding	Tuesday, 26th, 10.00 A.M.
Japan via Nagasaki	Kamano Maru	Tuesday, 26th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	Nippon Maru	Tuesday, 26th, 10.00 A.M. Registration ... 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Registration Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Chili	Tuesday, 26th, 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration Kowloon B.O. ... 10.15 A.M. Letters ... 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Changsha	Tuesday, 26th, 2.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle Wash	Tamba Maru	Tuesday, 26th, 3.00 P.M.
Philippine Islands	Tees	Tuesday, 26th, 3.00 P.M.
Straits and Ceylon	Miyasaki Maru	Tuesday, 26th, 5.00 P.M.
Swatow	Haimun	Wednesday, 27th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	Nikko Maru	Wednesday, 27th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of Japan	Wednesday, 27th, 10.00 A.M. Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Registration Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS

August 22nd

ON LONDON:—	
Telegraphic Transfer	1112
Bank Bills, on demand	1112
Bank Bills, at 30 days' sight	2
Bank Bills, at 4 months' sight	2
Credits, at 4 months' sight	2
Documentary Bills at months' sight	2
ON PARIS:—	
Bank Bills, on demand	254
Credits, at 4 months' sight	256
ON GERMANY:—	
On demand	203
ON NEW YORK:—	
Bank Bills, on demand	48
Credits, at 60 days' sight	49
ON BOMBAY:—	
Telegraphic Transfer	149
Bank, on demand	149
ON CALCUTTA:—	
Telegraphic Transfer	149
Bank, on demand	149
ON SHANGHAI:—	
Bank, at sight	73
Private, 30 days' sight	74
ON YOKOHAMA:—On demand	77
ON MANILA:—On demand—Pesos—	78
ON SINGAPORE:—On demand	85
ON BATAVIA:—On demand	120
ON HAIPHONG:—On demand	147 pm
ON SAIGON:—On demand	77
ON BANGKOK:—On demand	77
SEVENTEENS, Bank's Buying Rate	89.95
GOLD LEAF, 100 fine, per toad	82.50
SILVER, per oz.	27.4

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.
Chinese	10	\$7.12 discount.
Hongkong	20	\$7.68
Hongkong	10	\$6.00
Hongkong	10	\$7.15

MAILS VIA SIBERIA.

August 8th	August 23rd
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SHARE LIST.—QUOTATIONS.

HONGKONG 22ND AUGUST, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790, x div. val.	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$10	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4 1/2, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 150	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9.50, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$2 1/2, buyers	5 p.c.
DOCKS AND WHARVES.—					
Hongkong & Wharves Dock Co., Ltd.	60,000	\$50	all	\$55	5 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$63, sellers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53	
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited	400,000	\$10	all	\$6 1/2, sellers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$3 1/2	4 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$12 1/2, buyers	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	Pa. 10	all	\$5 1/2, sellers	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$25, x div. val.	9 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25, sellers	
Hongkong Steamship Company, Ltd.	15,000	\$10	all	\$2, buyers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/-	all	5/-	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$360, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$148, buyers	6 p.c.
Hongkong Fire Insurance Co., Ltd.	6,000	\$250	\$50	\$37, buyers	7 1/2 p.c.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137 1/2	
Union Insurance Society, Limited	12,400	\$250	\$100	\$786, sellers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$190, x div. 73	
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$115 1/2, sales	6 1/2 p.c.
Hongkong Land Development Co., Ltd.	20,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$9.10, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$46, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	15,500	\$50	all	\$72, sellers	5 1/2 p.c.
Maatechappi tot Mij, Bosch-on Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 23	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	30/-	
Heewood Tin and Rubber Estate, Ltd.	822,000	2/-	all	\$3.35, sellers	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	60/-	
Tromps Mines, Limited	160,000	\$1	all	\$10	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$0.90	
Philippine Co., Limited	50,000	\$10	all	\$5	
Palpas et Papeteries du Tonkin Societe des	13,200	\$50	all	\$40, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$99, buyers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$38	7 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$29, buyers	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$75	100
Shanghai and Canton S.S. Co., Ltd.	60,000 def.	\$1	all	107 1/2	
Shanghai Transport & Trading Co., Ltd.	2,500,000	\$10	all	\$36, buyers	3 1/2 p.c.
Star Ferry Company, Limited	30,000	\$25	all	\$42	
South China Morning Post, Limited	6,000	\$25	all	\$4 1/2, sellers	
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2, sellers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Forrell, Wm., Limited	15,000	\$7	all	\$11, sellers	4 p.c.
Watson & Co. A. S., Limited	95,000	\$10	all	\$13, sales	
Weissmann, Limited	3,300	\$10	all	\$31, buyers	
Union Waterboat Co., Limited	50,000	\$10	all	\$17, buyers	5 1/2 p.c.
Para Rubber in London					3/10 per lb.
Loans.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1898	Tls. 167,200	Tls. 250	7% p. annum	Par.	

FORTHCOMING EVENTS.

Thursday, 28th August.—	
11.30 a.m.—The China and Manila Steamship Co., Ltd., Meeting of Shareholders.	
Tuesday, 2nd September.—	
11 a.m.—Auction of H.M.S. <i>Alacrity</i> on board at H.M. Naval Yard.	
11 a.m.—Auction of H.M.S. <i>Bandy</i> and H.M.S. <i>Janus</i> on board at H.M. Dockyard.	
Wednesday and Thursday, 3rd and 4th Sept.—	
10 a.m.—Old and Surplus Naval and Victual-ling Stores at H.M. Naval Yard, by Messrs. Hughes & Hough.	
Saturday, 6th Sept.—	
9.15 p.m.—Grand Concert and Variety Entertainment at the Theatre Royal.	

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